

THE AMERICAN REVIEW OF REVIEWS

EDITED BY ALBERT SHAW

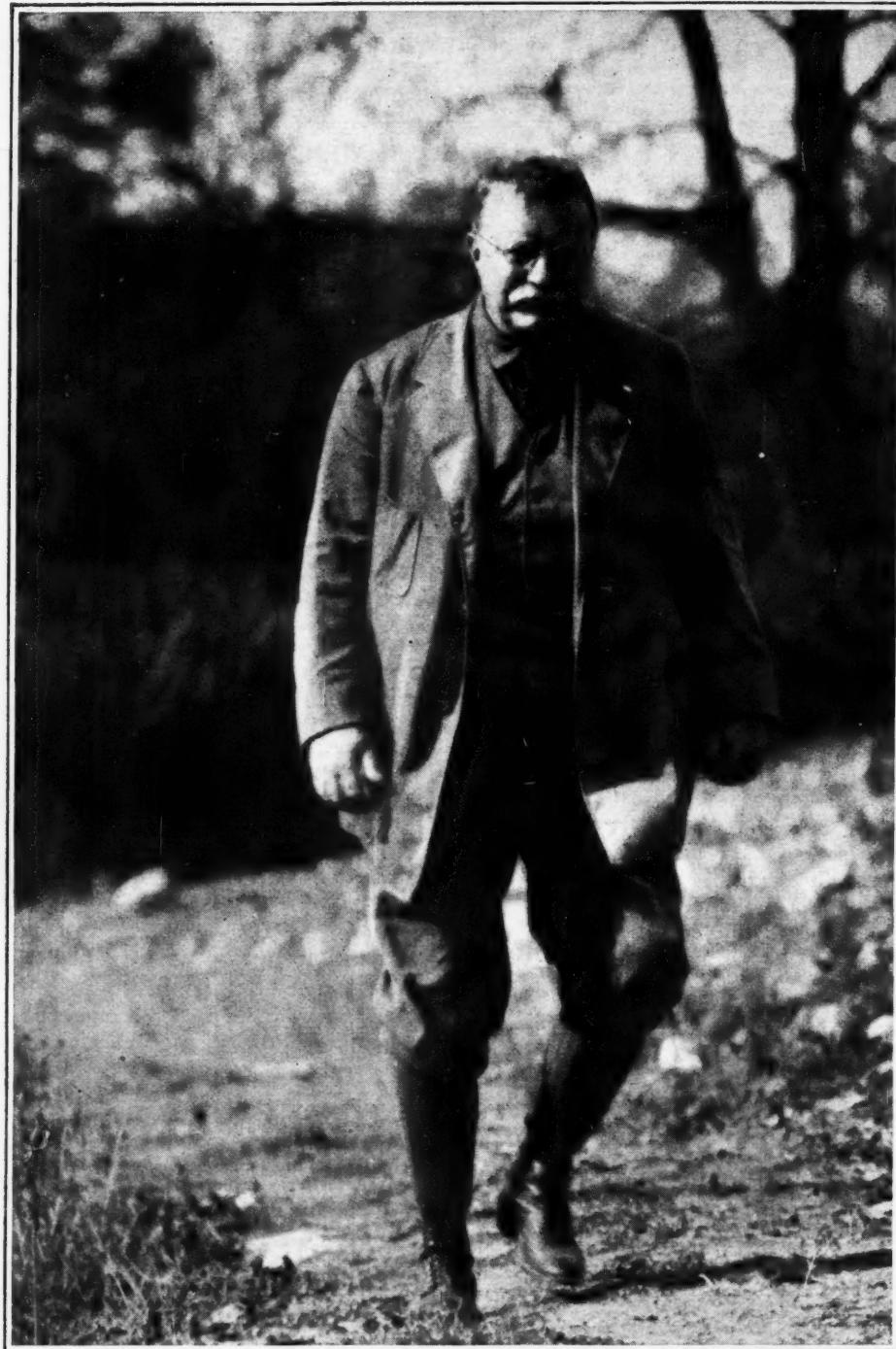
CONTENTS FOR MARCH, 1918

Colonel Theodore Roosevelt	<i>Frontispiece</i>
The Progress of the World—	
Parleys Fail; Fighting in View.....	227
Allied Demands a Year Ago.....	227
How the German Dream Became a Program.....	228
Facts for Comparison.....	228
WisdomAppealed in Vain.....	228
Opening Last Spring's Campaign.....	229
Allied War and Politics in 1917.....	229
Two Great Historic Events.....	229
The Collapse of Russia.....	230
Dismemberment in Process.....	231
Emergence of "Ukrainia".....	231
Trotzky, the Bold, Bad Man!.....	232
Austria Also Can Afford to Be Free.....	232
Britain's Aims and Views.....	233
Jingoism Dies Hard.....	234
Allied Strength in France.....	235
France Strong and Confident.....	235
Again, Our Own Program.....	236
Our Task Was Maritime.....	236
Ship Tonnage Delayed.....	237
Team Work Needed.....	237
Two Respected Officials.....	237
The Policy Itself.....	238
Where Are the Ships?.....	239
German Opinion.....	240
Our Boys in Lorraine.....	240
Some Essential Statistics.....	240
Loss of the <i>Tuscania</i>	240
Food in France and England.....	240
Hoover to the Rescue.....	241
Houston and Farm Production.....	241
Falstaffs versus "Sutlers".....	242
Things As They Really Are.....	242
The Overman Bill, and Others.....	243
Politics and Elections.....	243
An Election Will Be Useful.....	243
Prospects Uncertain.....	244
Preparing for a New Liberty Loan.....	245
A Great Issue of Treasury Notes.....	245
Our Ten Months' War Bill.....	245
The Proposed War Finance Corporation.....	245
An Additional Month for Tax Reports.....	246
The Railroads and the Government Control.....	246
The Government Beset with Labor Problems.....	247
<i>With portraits, cartoons and other illustrations</i>	
Record of Current Events	248
<i>With portraits</i>	
America's War Activity, in Cartoons	252
The Building of the Ships (Pictures)	258
America in Lorraine—Russia Surrenders	262
BY FRANK H. SIMONDS	
<i>With maps</i>	
Leading Articles of the Month—	
Wilson's Rejoinder to Germany and Austria	309
The New Zionism.....	310
Russian Treason to the Allies.....	311
Keeping School Under Fire.....	312
Italy Put to the Test.....	313
China and the War.....	314
Admiral Fiske on Our Use of Aircraft	
Against the German Navy.....	315
Malaria-Control, Engineering.....	316
The Human Element in the Factory.....	317
Lenine	318
The Mission of Poetry in Pan-American	
Relations	319
Chicago's Spiritual Side.....	320
Europe and the Food Crisis.....	321
Shortage of Fuel in Switzerland.....	322
Allied Mistakes from a British Standpoint.....	323
A Democratic Solution for Alsace-Lorraine.....	324
<i>With portraits and other illustrations</i>	
The New Books	326
Financial News	334

TERMS:—Issued monthly, 25 cents a number, \$3.00 a year in advance in the United States, Porto Rico, Hawaii, Cuba, Canada, Mexico, and the Philippines. Elsewhere \$4.00. Entered at New York Post Office as second class matter under Act of Congress, March 3, 1879. Entered as second class matter at the Post Office Department, Ottawa, Canada. Subscribers may remit to us by post-office or express money orders, or by bank checks, drafts, or registered letters. Money in letters is sent at sender's risk. Renew as early as possible in order to avoid a break in the receipt of the numbers. Bookdealers, Postmasters and Newsdealers receive subscriptions. (Subscriptions of the English REVIEW OF REVIEWS, which is edited and published in London, may be sent to this office, and orders for single copies can also be filled, at the price of \$2.50 for the yearly subscription, including postage, or 25 cents for single copies.)

THE REVIEW OF REVIEWS CO., 30 Irving Place, New York

ALBERT SHAW, Pres. CHAS. D. LANIER, Sec. and Treas.



© Brown and Dawson, Stamford, Conn.

COLONEL THEODORE ROOSEVELT IN HIS SIXTIETH YEAR

(Our distinguished ex-president was born on October 27, 1858, and he began his sixtieth year by spending a portion of November in vigorous physical training at "Jack Cooper's health farm," Stamford, Conn. This typical picture of him was taken there on one of his long daily tramps. He had entered upon an active winter, speaking and writing on subjects related to the war, when an acute illness sent him to Roosevelt Hospital, New York City, for imperative operations, on Feb. 6. Abcesses in the ears were traceable to the tropical fever of some years ago at the time of his Brazilian exploration. News of his illness profoundly affected this country and Europe, and his convalescence evoked expressions of good will and esteem from all elements and sources, regardless of past political controversies)

THE AMERICAN REVIEW OF REVIEWS

VOL. LVII

NEW YORK, MARCH, 1918

No. 3

THE PROGRESS OF THE WORLD

*Parleya Fail,
Fighting in
View*

When the severe weather of the present winter checked the activity of armies after the Teutonic victory in northern Italy, there was hope in all nations that the spring campaign of 1918 would never begin. It was whispered that the war would be "talked to death" during the weeks of inaction. But now that spring is approaching, the end of the war is not in sight; and the most intense phases of military conflict seem to be impending and to be as unavoidable as fate. Through the previous winter, indeed, there had been a similar anxiety and suspense on the Western fighting front, with the feeling in France and England that if peace could not be made soon the "knockout blow" to Hindenburg could be administered when the

fighting season had arrived. It was at that time that President Wilson spoke for "peace without victory," and demanded that the two sides should openly declare their terms. Unfortunately, the Allies were involved in the meshes and toils of many secret pacts among themselves. When at last they made their statement to President Wilson, they shocked the neutral world and intensified the wrath of their enemies by their arrogant declaration of a patchwork program of spoils and conquests. A wise, temperate, and frankly avowed program on the part of England and the Allies at that time would probably have made it possible for President Wilson to take the next step as peacemaker and bring about an end of European warfare, with prospects of peace for at least a century.



WHICH HEAD WILL CONTROL?
From the *World* (New York)

(Following President Wilson's generous offer of peace to Austria-Hungary in his notable address of February 11, which the reader will find summed up on page 309, there was intense interest everywhere in the next move on the international chessboard. Count von Hertling, German Chancellor, was to speak on the 19th, and the question was whether all the influences, internal and external, urging Austria to peace could be offset by the counter demands of Prussian autocracy)

*Allied Demands
a Year Ago*

The immediate result of the reply to Mr. Wilson made by the British, French, and Allied Governments (in January, 1917) was the consolidation of the alliance of the Central Powers. Austria had been on the point of making a separate peace, and Turkey could have been put out of the war with a little wise diplomacy together with vigorous and skilful use of Allied force. But the answer to Wilson made it clear that the Allies were determined to mutilate Austria first and then dismember her; and that their purposes for Turkey were nothing short of complete annihilation with a parceling out of her territories and peoples. Bulgaria, in like manner, was to be reduced in size, deprived of outlets, and made permanently defenseless. Germany was to lose her entire colonial Empire permanently to Great Britain, and was to be stripped for the benefit of France not only of Alsace-Lorraine, but also (by a secret agreement between France and Russia) of a further portion of her territory adjacent to the Rhine; and she was to sacrifice East Prussia

to an independent Poland. Italy was to be accorded not only the Trentino and Trieste, but a long strip of the Dalmatian coast on the Adriatic, certain islands in the Mediterranean, and a portion of Asiatic Turkey.

How the German Dream Became a Program

It is hardly worth while to concern ourselves, as we look back a year or more, with the apologies and justifications the Allied Governments tendered to their own people for this program of plunder. As we think of it now, the great wonder is that the common people of the Allied nations, who were suffering and dying for the sins of their diplomats, statesmen, and ruling classes, had not then and there ended the war by revolution. The answer is, however, that these plain people did not take the program seriously; and, being honest and faithful, they were intent upon securing an honorable peace, and were willing to make further sacrifices. They did not for a time realize how deadly to them and their families was the curse and blight of bad statecraft. The immediately important thing in the promulgation of this program was the use made of it by the Germans. They convinced themselves and their three partners that the war was one of rival empires, and that, for each one of the four countries fighting under the lead of the German General Staff, the struggle had clearly become one for continued national existence. It

is true that the opponents of Germany did not see themselves as they were seen at Berlin. The vital point is that the concrete imperialistic programs of Russia, England, France, and Italy hardened the German program of European domination into a definite reality, whereas it had previously been rather more a dream than a practical project.

Facts for Comparison

It was during the months of December, 1916, and January, 1917, that these momentous negotiations and announcements were taking place. Thus: Germany had made her peace offer on December 12; President Wilson's peace note had followed on December 18. Germany had replied to President Wilson on December 26, using conciliatory and reassuring language, but deeming it best to reserve detailed proposals for statement at the moment of the assembling of a Peace Conference. The Allied Governments had not answered Mr. Wilson till January 10, but meanwhile had on December 30 declined the German peace offer of December 12 as "empty and insincere." Their answer to President Wilson on January 10, besides setting forth their specific projects of territorial conquests, comprising more or less complete dismemberment of all four of their opponents, also demanded "restoration, reparation, and indemnities." To recite these things is, we admit, to go back over old ground; yet if the reader does not have in mind the things that happened during the winter and early spring of 1916-17 (just a year ago), he cannot so well grasp the significance of the events of the winter from which we are now emerging, and of the early spring upon which we are just now to enter.



A CHANGE OF TUNE

THE BRITISH LION: "But, hang it all, that's just what I started out to do!"

From *John Bull* (London)

(The London paper, *John Bull*, edited by Horatio Bottomley, has been quite as bad a jingo and annexationist as the worst of the Prussian junkers. This cartoon, therefore, is not to be taken as satirical, but as an expression of genuine sentiment. According to Horatio Bottomley and his cartoonist, the British Lion started out intending to break up Germany and Austria. *John Bull's* circulation runs into the millions and the paper is more widely read than anything else published in London.—THE EDITOR)

WisdomAppealed In Vain

The series of notes and declarations culminated in President Wilson's great address to the Senate on January 22 in which he set forth the essentials of a suitable peace in Europe and declared that the United States would gladly have part in shaping such a peace and in guaranteeing its maintenance. If both sides at that time had been willing to accept the principles of Mr. Wilson's address, and to allow him to take the lead in bringing about an immediate conference, the war would have come to an end then and there, and the world would have been re-established on a far better basis than at any time in previous history. Unfortunately, neither side, after two and a half years of war, had suf-

ferred enough to be reasonable, or to face willingly the new era of democracy and international justice. It is a terrible indictment of the national and imperial statesmanship of our time that the European peoples who, through toil and suffering, had gained so much of social well-being and of a common civilization, should have had to suffer such agonies because of the unreformed state of politics, diplomacy and government.

*Opening
Last Spring's
Campaign* With the rejection of Wilson's wise proposals as peacemaker, there was nothing in sight but another year of war. The Allies were confident that they could win, and were preparing (each government for itself) to gain their objects in the course of the fighting season of 1917. Germany felt herself forced to resort to desperate measures. Accordingly, on January 31 she announced that on the following day unrestricted submarine warfare would be resumed; and proposals were made to this country which were promptly rejected, with a breaking off of diplomatic relations. Germany did not believe that the United States would enter the war, nor was it the opinion in Germany that America could render any other form of aid to the Allies that would be more valuable to them than the services of supply that Americans were already rendering on a vast scale. March and April were crowded with events of immense significance. All winter the English and French had been piling up ammunition and preparing for an irresistible offensive on the Western line. They were far stronger in numbers of men than the Germans, and had by this time a marked preponderance of artillery and aircraft.

*Allied War
and Politics
in 1917* The British had at last created a great army, having been at war nearly three years. Early in March they took over the Somme front from the French, thus for the first time manning a considerable proportion of the western line, nearly all of which the French had held with such wonderful tenacity. As they were about to strike, however, the Germans retired to the so-called "Hindenburg Line," vacating about 1,300 square miles of territory, which they devastated as they withdrew, and abandoning about 100 linear miles of what had been their entrenched front. This strategic action cost the English and French some weeks of lost time in bringing up their communications and creating their new lines



PROFESSOR PAUL PAINLEVÉ, EX-PREMIER

(At the critical time a year ago Paul Painlevé, a well-known scholar and scientific professor, was French Minister of War. To this office he added that of Prime Minister. It is now charged that his well-meant but mistaken attempt to control the strategy of Generals Nivelle and Haig prevented what otherwise would have been a sweeping triumph for the Allies in the spring campaign of 1917. His needless panic seems to have affected the War Department at Washington)

of defense and attack. In spite of this baffling move of the Germans, however, it seems now fairly probable that the joint plan of General Nivelle and General Haig would have driven the Germans entirely out of France before mid-summer of last year if British success in the Battle of Arras and French success in the Battle of the Aisne had been resolutely followed up. Unfortunately (as we have now become aware) the whole military program was destroyed by the peremptory orders of the Paris ministry.

*Two Great
Historic
Events* Meanwhile, two political events of the first order of importance had taken place which were destined to bring about within a year a very great change in the military aspects of the war, and a still more profound change in the world's outlook upon the future. The first of these events was the Revolution in Russia beginning March 11 and leading to the abdication of Czar Nicholas II. four

days later. The other event was the declaration of war by the United States on April 6. We are now within a few days of the first anniversary of the Russian Revolution. It is exactly a year, furthermore, since the publication of the Zimmermann note (on the last day of February and the first day of March) settled the question at Washington of the arming of merchant ships, and paved the way for the final step which came in April with the extra session of Congress. The Russian Revolution at first seemed to be wholly favorable to the cause of the Allies, for it was announced that the Czar had secretly negotiated a separate peace with Germany and that his abdication had been an anti-German move.

The Collapse of Russia

Americans hailed the birth of the Russian Republic with an enthusiasm which forgot the difficulties to be faced and overcome. We forgot that it took our own country forty years—from 1775 to 1815—to complete and consolidate our national and international structure. We forgot the struggle of a hundred years to make a democracy and republic in Mexico, and the experiences of South America. We did not allow ourselves to remember the long course of history between the beginnings of the French Revolution with the fall of the Bastile in 1789, and the

firm establishment of the French Republic after the terrible *débâcle* of the war with Prussia in 1870. The full story of what the Russian people have been doing since they were led to war in 1914 is yet to be told. After the Czar's downfall they were without leadership sufficiently authoritative to hold them together; and even with superb leadership it would have been difficult to have kept them longer in the war. From the military standpoint, the thing most to be regretted is the release of large bodies of German and Austrian troops from the East Front, and the unfortunate encouragement thus given to the propaganda at home of the supporters of the German military autocrats. But along with the military misfortune for the Allies there comes a corresponding political gain which may have more than offsetting value. This daily grows more apparent.

Russian Bear Tamed and Paralyzed

The only pretense having a show of reason for the precipitation of the war by Germany and Austria was the vastness of the Russian Empire and the steady pressure of the Slav for predominance in Europe and Asia. The immediate cause of the war was the rivalry between Russia and Austria for supreme influence in southeastern Europe. Russia had entered upon a military program which would have given her the equipment for much larger armies in the future; and 1914 seemed the favorable time for Germany to strike. In the early part of the war, England and France had been opposed to Russia's determination to annex Constantinople; and the disastrous Dardanelles expedition of three years ago was undertaken hastily and prematurely by the British and French with the unconcealed purpose of reaching Constantinople first. Subsequently it became necessary for the Allies to yield to Russia's demands, and a secret treaty was signed. Thus the indefensible program of conquests was built up by a series of secret treaties, and its outline was brought to light in the answer of the Allies to President Wilson's request for information. With the entire collapse of Russia as a military factor, and the final statement last month of her withdrawal from the war (February 11), neither Turkey nor Austria nor Germany has further reason to express fear or dread of a great Slav empire. The Russian bear will menace nobody. It is toothless and clawless, and its arms are paralyzed. This profound change ought to make for general peace.



THE WAITING WOLF
From the *Eagle* (Brooklyn)

Dismemberment in Process

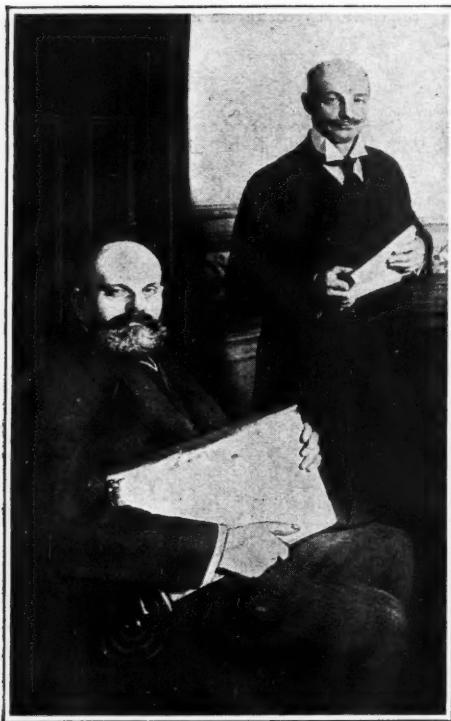
Russia continues to exist in detail, but has no existence as a whole. For the time being government has collapsed; and since it cannot be asserted through the exercise of power from the top over the whole, it can only be re-established in separate entities, and built up from below. Old lines of cleavage that the outside world knew little or nothing about have become conspicuous. That part of the great Empire inhabited by people known as Ukrainians or Ruthenians acts for itself. Finland, which is a far more distinct entity, could not possibly have done otherwise than assert independence. Let us suppose that Chile, the Argentine, Brazil, Bolivia and Peru, with Paraguay and Uruguay, had all been brought together under one arbitrary rule, for instance under Dom Pedro of the old Empire of Brazil; and that something had happened to upset the dynasty. Suppose further that it had been impossible to establish in the dynasty's place, at the moment, any central government whatsoever except that of a mob of extreme Socialists at Rio de Janeiro. The most natural thing in the world would be the attempt of Argentina, Chile and other of the older entities to reassert themselves, and to give their people the security of laws and government. Thus, what has happened in Finland and the Ukraine will be found taking place in the Caucasus, in Siberia, and in several other parts of the vast regions lately under the rule of the Romanoff dynasty. It is not impossible that a Russian Constituent Assembly may yet be created to establish a real Republic of Russia, associating the different parts in a federal system in some respects like that of the United States.

Emergence of "Ukrainia" It must be remembered that the Ukrainians or "Little Russians" who inhabit what is known as South Russia, and who hold what was Russia's Black Sea frontage, have always been regarded by the "Great Russians" as very closely related to themselves and not as a distinct people. The Ukrainian population,



(This very crude map indicates some of the regions that are falling away from what was the Russian Empire. Finland's independence is generally accepted. South Russia, under the name of Ukraine, has made separate peace with Germany, Austria, Bulgaria and Turkey. Poland is under Teutonic mastery with the promise of nominal independence. Germany proposes to make a separate state of the regions south of Petrograd bordering on the Baltic. Great Russia has lost control of the Caucasus, and no longer menaces Turkey.)

however, has much more local self-consciousness than the Scotch, for instance, have in their attitude toward the English. The Ukrainian dialect differs from the regular Russian language somewhat as low-German differs from high-German, though the difference is said to be not as great as between the language of the Hollanders and that of their Prussian neighbors. These distinctions of race within the Russian dominions were well explained for our readers by Mr. Stoddard in an article published in our issue for November last called "Russia—A Bird's-eye View." We are not at this moment so much calling attention to these interesting geographical and racial facts as to the larger political significance at this time of the collapse of Russian imperialism. If we are not mistaken, the whole structure of modern rival empires—with their centers in Europe and their grasp extending to other parts of the world—is destined to fall with the dissolution of Russia as a militant power. We are awed as we contemplate the changes taking place.



© Underwood & Underwood, New York

A GREAT UKRAINIAN LEADER

(A foremost part in the independence of the Ukraine and its separate peace has been taken by M. Shulgin, President of the Ukrainians at Kiev, who has been considered by his followers as the greatest political leader in Russia. He stood firmly against the Bolsheviks, and he desires to make a sane and normal republic in South Russia. M. Shulgin is the sitting figure in the picture)

South
Russia at
Peace

On February 10 the so-called Ukrainian People's Republic, through the representatives of its Rada or Governing Council, signed a separate peace with Germany, Austria-Hungary, Bulgaria and Turkey. This was immediately followed by the announcement from Petrograd that the Lenin-Trotzky Government, without signing peace, had abandoned war. The order was given to demobilize most of what remained of the Russian army, leaving international events to drift as they might. On that same day President Wilson appeared unexpectedly before Congress and made another of his addresses, this time replying to the recent speeches of the German Chancellor Hertling and the Austrian Prime Minister Czernin, while also in fact basing his utterances upon the Russian collapse and the resulting situation, although he makes no direct reference to Russia's withdrawal and the end of the war on the Eastern Front. None the less, his speech derives its importance from

the fact that it was made at the precise moment when Russia's further military relation to the war was no longer in question. No longer would Russia either threaten or protect any nationality in the Balkan group. No longer would Russia demand control of Constantinople or seek to annex further parts of Turkey in Asia. At an end was the military alliance between Russia and France. The old rivalry between the Austro-Hungarian Empire and Russia was a closed chapter—a thing for historians.

*Trotzky, the
Bold, Bad
Man!*

Trotzky announced that Russian peasants and workmen could not and would not fight any longer against German and Austrian peasants and workmen. On the other hand, he declared the leaders of Russia's plain people would not sign a peace with the autocrats of Germany and Austria. Trotzky had a few days previously informed the Persian Minister that Russia wished to be on good terms with the people of Persia, and he denounced the seizing of spheres of influence in Persia by the Czar's Government and the Imperial Government of Great Britain. Trotzky had published one by one the secret treaties that the Allies had made having to do with the allotment of spoils and the joint guaranteeing of the particular programs of each. It will hardly do to think of Trotzky's rise to power and fame as an accident in the career of an adventurous humbug, or as a topsy-turvy romance of the "Arabian Nights" sort. Trotzky's writings, now appearing, though hastily penned, show him to be a man of intellectual power and of unusual clearness and strength of conviction. The kind of diplomacy that he has exposed is a far more dangerous humbug than is the utterly impracticable brand of anarchistic Socialism that he professes. Trotzky's day of power will be brief, but his name is written large on the page of history.

*Austria Also
Can Afford
to Be Free*

The difference, therefore, between the situation on the 1st of March, 1918, and that of a year ago is to be found in the wholly changed atmosphere of international politics. The inter-allied secret treaties are all of them discredited and in shreds. It was never possible to make a league of nations out of an association of several military and naval empires and a number of smaller or larger countries none of which aspired to mastery over other peoples or races. The Austro-

Hungarian Empire has not alone been hammered from without, but it has also been still more seriously threatened from within. With the Russian menace gone, the Austrian peoples can afford to be free. They can rid themselves of Hapsburg overrule, or they can accept an entirely modified and changed kind of central relationship for which the mind of the present young Emperor Charles is now undoubtedly prepared. Those rearrangements of the constituent parts of the Hapsburg Empire for which the people are so eager can now be made without detriment to anybody, and with more real gain than loss even to the rulers. If such arrangements are not made promptly on liberal lines we shall, within a very brief period, see revolutions that will destroy the upper classes so-called in Hungary and Austria as completely as the Russian Revolution has swept away the great nobles and landlords of the Slavonic empire.

Will Austria Break Away The people of Austria and Hungary for the most part do not wish to go through the experiences of anarchy. They would prefer to try real liberalism and democracy—for which, in Bohemia, in Galicia, and in all parts of the two halves of the dual monarchy, the people are incomparably better prepared than are the ignorant peasantry of Russia. While at Vienna the people have been overjoyed at the making of peace between the Ukraine and the Central Governments, this has been because Vienna has been near starvation, and there is food to be had from the immediate opening of trade with that part of Russia, which is famous as the granary of Europe. But Austrian joy must not be mistaken for a fresh readiness to go on with the war until Berlin and the Pan-Germans have conquered the world. They are disillusioned already in Austria and Hungary. They see that no kind of German victory is in sight that could be of any benefit to Austrians or Hungarians, much less to Bohemians, Poles and Croatians. Count Czernin, returning to Vienna from the conference at which he joined in signing articles of peace with the agents of the Ukrainian People's Republic, found President Wilson's olive branch extended, and a demand throughout Austria for peace on all fronts. We must remember that Austria-Hungary never had any quarrel with France or England and still less with the United States. The great enemy had been Russia, and the lesser enemy had been Italy. The Russian menace was now removed. Italy



LEON TROTZKY, WHO ABANDONS WAR BUT WILL NOT SIGN PEACE WITH AUTOCRATS

had been driven back, but not conquered. Neither Austria nor Hungary had any further need of the German alliance. A compromise with Italy was better than the hazards and sufferings of continued warfare. The eyes of the world were turned upon Austria and Count Czernin.

Britain's Aims and Views

British imperialism has now become merely a form of association and trusteeship. If it ever was a real menace to the liberties and rights of other peoples, it has no such character in our times. Nevertheless, there are some imperialists in Great Britain whose state of mind about the Empire is almost as menacing to true British interests as the state of mind of the Hindenburgs and the Pan-Germans is a peril to the true interests of the German people. These British imperialists are an obstacle to the cause of peace; they do not really believe in any of the international views and principles for which President Wilson stands. They have only one object, which is to see the German Empire so crushed as to leave the British Empire and the British Navy in a far stronger position than ever before throughout the world, controlling all the seas under a mastery beyond dispute. If it were not for the belief in Germany that these

English imperialists really represent the British people and the causes for which England is at war, it would be much easier to make peace. It has been extremely unfortunate that members of the present British Cabinet, highly placed as spokesmen for their country, have so little disguised their contempt for President Wilson's points of view.

British Democracy to the Front!

The most salutary thing, perhaps, that could take place, would be a general election in England with a crushing defeat for the jingos and the Tory statesmen who are in fact much more sympathetic with the Prussian Junkers than they are with President Wilson or with the leaders of the British Labor Party. A labor victory, the reconstruction of the House of Lords, and a ministry formed by a man like Mr. Henderson would convince the liberals and democrats in Germany that England cared as much about future fair play in the world as do President Wilson and the American people. This would end the war, because the German liberals and social democrats would assert themselves, and would no longer be bullied by Hindenburg. American labor and British labor, through their chosen leaders, have taken positions that do not in the least compromise or waver as to the further support of the war, so long as it is a war for justice and freedom. Mr. Lloyd George has accepted the American doctrines imposed upon him by the British labor leaders, but others in high seats have not. This would matter little, but for the effect upon liberal minds in Germany and Austria. Mr. H. G. Wells is only one of the influential Englishmen now speaking plainly on this subject. Writing from England of the jingo Tory imperialists last month, Mr. Wells said in the *New Republic*:

The recent letter of Lord Lansdowne, urging a peace with German imperialism, was but a feeler from the pacifist side of this most un-English and, unhappily, most influential section of our public life. Lord Lansdowne's letter was the letter of a peer who fears revolution more than national dishonor. But it is the truculent wing of this same undemocratic movement that is far more active. While our sons suffer and die for their comforts and conceit, these people scheme to prevent any communication between the republican and Socialist classes in Germany and the Allied population. At any cost this class of pampered and privileged wasters intend to have peace while the Kaiser is still on the throne. If not, they face a new world—in which their part will be small indeed.

Some of this element has been serving the British people badly by speaking in the United States and disparaging President Wilson's policies of democratic peace and a league of nations. An election in England, resulting in a real democratic victory, would revolutionize the Reichstag, upset the autocrats, and perhaps restore the world.

Jingoism Dies Hard

President Wilson's speech of February 11 not only coincided in time with the end of the Bolsheviks' parleys with Germany, but it immediately preceded the reassembling of the British Parliament, thus giving Mr. Lloyd George and Mr. Asquith an opportunity to refer to it in their speeches of February 12. It remains evident that the British Cabinet has much less interest than our own in the principles upon which peace can be made, and is relatively far more concerned with the maintenance of British supremacy while seeking the destruction of German rivalry. Mr. Wilson declares: "We believe that our own desire for a new international order under which reason and justice and the common interests of mankind shall prevail is the desire of enlightened men everywhere." When this new order is established British rights will be made secure by the international control of the world's highways. German rights and trade will be equally secure. If no single nation shall be permitted predominance on land, much less shall any nation dominate the public, common seas. Yet Lloyd George wastes time quibbling against Hertling's allusion to British naval and coaling stations! It would be much easier to make the Germans see that the end of imperial systems will logically follow, if there could come about at once a political change in England that would bring to the front a governing group fully representative of the aims of British democracy. Mr. Lloyd George, in his address to the House of Commons on February 13, declared that "The Government stands by the considered declaration of war aims which I made on behalf of my colleagues to the Trade Unions' representatives early this year." It would be well if German liberals and Austrian peace-seekers would keep well before them the splendid statements that have been made on the authority of the British labor unions, and the acceptance by the British Government of the war aims of the labor element. These are the best statements that have been made in England, and the only ones that

are in full accord with the American position. Jingoism is dying hard, but it will surely go down, along with junkerism.

*Allied
Strength in
France*

Mr. Lloyd George had returned from a great war conference of the Allies at Versailles. Mr. Asquith and the House of Commons were anxious to know something of the nature and extent of the authority of the Versailles conference. Mr. Lloyd George refused to answer the question, on the ground that information must be kept from the enemy. He declared that "Up to the present the Allies have had *an overwhelming majority of troops* upon the Western Front." It is important that the American people should have this statement of the British Prime Minister. Statements to the contrary have been made throughout this country by those who have favored the impossible project of sending an immense American Army to France. Mr. Lloyd George went on to say that this overwhelming superiority had been diminished by the recent shifting of German troops from the East; but he did not say that the British and French armies were not still in very large preponderance, as indeed they actually are. So many alarming misstatements have been made in this country regarding the condition of France that it was a great satisfaction last month to have reassuring and very explicit statements made by two trustworthy and eminent representatives in this country of the militant French people, viz., M. Andre Tardieu, the French High Commissioner, and Mr. Lausanne, the accomplished editor and publicist who has done so much to interpret the French to America and support the cause of his nation.

*France
Strong and
Confident*

They have both assured us that the general condition of France is much better now than a year ago or two years ago. The food and fuel situations have not been critical during the winter just ending. The French Army is in far better shape than at any previous time. France had 4,725,000 men mobilized on Jan. 1, 1918, of whom nearly 3,000,000 are in the army zone. The army is incomparably better supplied with artillery and ammunition than heretofore. The French troops are superbly trained and equipped, and equal to any possible attack. As for the British forces, we were informed by several independent authorities last month that there are 7,000,000 men with the colors in all arms



© Western Newspaper Union

RT. HON. ARTHUR HENDERSON

(Mr. Henderson is England's foremost labor leader. He grew up in the moulder's trade. He is a democratic statesman of the first rank. He may become Prime Minister)

and branches. The French figures do not include any colonial troops, but the English figures include the Canadians and Australians. The British Empire has several times the population, resources, and wealth of the United States, and it has now been in the war nearly four years. The principal British activity has been upon the West Front, where the fighting has for the English been literally at home, since their chief battles have been decidedly nearer to London than to Paris. Our French authority states that the English now hold a fourth of the fighting front. They have still in reserve on British soil immense armies that have had long and deliberate training—a vastly superior training to that of any of our American troops. These men are always available for use in France, since there could never be a possible fighting front to occupy them in the British Islands. The British and French authorities are well informed as to the present strength of the Germans on this Western line, and they can make reasonable estimates as to the probable reinforcements. While Austria may send a few divisions to help Germany in France, it is probable that the Italians will be able to hold

the attention of most of the Austrian forces that are available for the spring campaign.

*Again,
Our Own
Program*

These simple facts, which are not in dispute among well-informed men, throw a great deal of light upon the program at Washington and the relation of the United States to the common cause. If excuses can be made for the utter failure at Washington to adopt a well-balanced program last summer, there can be no excuses for a failure now to rearrange the program and to correct mistakes in the light of clear facts no longer to be hidden. This country will be in great peril unless it increases its navy, on a far bolder plan and at much greater speed. It is a dangerous mistake that has now been made by Secretary Daniels in postponing indefinitely the further construction of the capital ships that had already been ordered, with money appropriated by Congress. So far as the rest of the world is concerned, the United States is in an insular position. We shall not be assailed by Canadians or Mexicans, and no enemy can molest us except through the use of sea-power. We are capable of building and operating the most powerful defensive navy in the world; and we could do this for a fraction of the money we are now expending with futility upon the program of the War Department—a program that has neither effective relationship to the present war in Europe nor much bearing upon our future security, except the dangerous one of a too rapid exhaustion of our resources.

*Our
Task Was
Maritime*

It is quite true, as the Senate Investigating Committee found out, that there has been regrettable inefficiency in the carrying out of many of the detailed parts of the War Department's ambitious projects. Apparently, however, the investigators at Washington missed the main point. The fundamental fault lay not in the execution, but in the program itself. Never was so bad a program launched in the face of a similar demand for wisdom. Russia had come to grief through mobilizing 20,000,000 men for army purposes instead of putting 4,000,000 in the army and keeping the other 16,000,000 making munitions, maintaining transportation, and raising food. Yet even this can be excused on the ground that Russia had the initial offensive in 1914, and there was hope of making the war a short one. We, on the contrary, came into the war a little while

before the struggle entered upon its fourth year. We were thousands of miles away from the land fighting, and the armies that were destined to win or to lose had already been trained and had become veterans. We were committed to the success of the Allies, and we went into the war because their success was being imperilled by the German submarine. Germany considered that her enemies would win the war unless America could be prevented from sending unlimited quantities of food, munitions, and materials of all kinds to England and France. The submarine campaign was meant to stop that movement of supplies from America. Our function in the war, therefore, was to see that this movement of supplies was *not* stopped, and that it could not be checked in the future. We had an additional reason, however, for putting stress upon the development of our sea-power. First, we had to meet the submarine and keep the ocean lanes open for merchant shipping. But second, we had to protect ourselves against all contingencies in view of the fact that we had now entered upon a career of belligerency with all its unforeseen perils.

*These Are
the Prior
Things*

Next to the development of fighting power at sea, our duty was to make sure that England and France received abundant and unfailing supplies of food and other materials. This meant that we should both produce these supplies and move them. In other words, it meant the maintenance of our agriculture, mining, and industries at a high point of production; the best possible operation of the railways, and above all, the construction of a vast tonnage of merchant shipping to replace, in full and more, the losses due to German submarines. If we had been willing to do just these things and nothing else (together, of course, with our furnishing credit to the Allies, which is merely one aspect of our providing the supplies) we should have made our own position impregnable, which is our first duty; and we should also have made it certain that the German game of domination would be checkmated. With our full expansion of sea-power, we could establish the rules of the maritime highway and compel Germany to accept them. With the rapid construction of merchant ships, we could prove to the Germans that their submarine blockade was a hopeless failure. With the achievement of our agricultural possibilities, together with the ship program,

we could so amply feed England and France (while Germany and Austria were near the starvation point) that internal revolution would soon have settled the business for the Central Empires.

*Ship
Tonnage
Delayed*

But, alas! we have now set aside a large part of our too limited naval program; and our splendid schedule for the production of merchant shipping has been greatly impaired. These two failures on our part imperil our own future; while they seriously harm, even if they do not imperil, the present position of our Allies. What is the explanation? Simply this: That the idea of army aggrandizement has taken possession of certain minds. An excessive army program has been so projected, and pushed to the front, that the essential things this country was undertaking on practical lines to make its place in the world strong and safe, and at the same time to help the Allies beat Germany, have had to be minimized or delayed. In these times, when every mistake means the death of brave men, we should be very cowardly if we shrank from telling the truth merely because to state the facts might imply criticism of somebody. Officials should not be sensitive in war times, except upon the one point as to whether they could not best serve their country by insisting upon the acceptance of their resignations. The army program has so obsessed men's minds at Washington that they think of it as being our sole war program. It is in reality the chief obstacle that confronts us in doing our real part.

*Team
Work
Needed*

It is useless to ascribe the blame to any individuals. We have no scapegoat in mind, and are not hinting at Roosevelt or Wilson, at Baker or Col. House or General Pershing or Senator Chamberlain. Universal training was an obvious need of the times, which could have been had at small cost and might indeed have been provided by the States themselves without any cost to the National Government except for guns and oversight. This universal training at first would have been imperfect, because of a lack of the qualified officers. But we should have had the services of the men in agriculture and industry. On the other hand, the training in our costly cantonments, which removes men far from home and work, has also been rather inferior as yet, because we have lacked both equipment and the proper instructional comple-



© Clineinst, Washington, D. C.

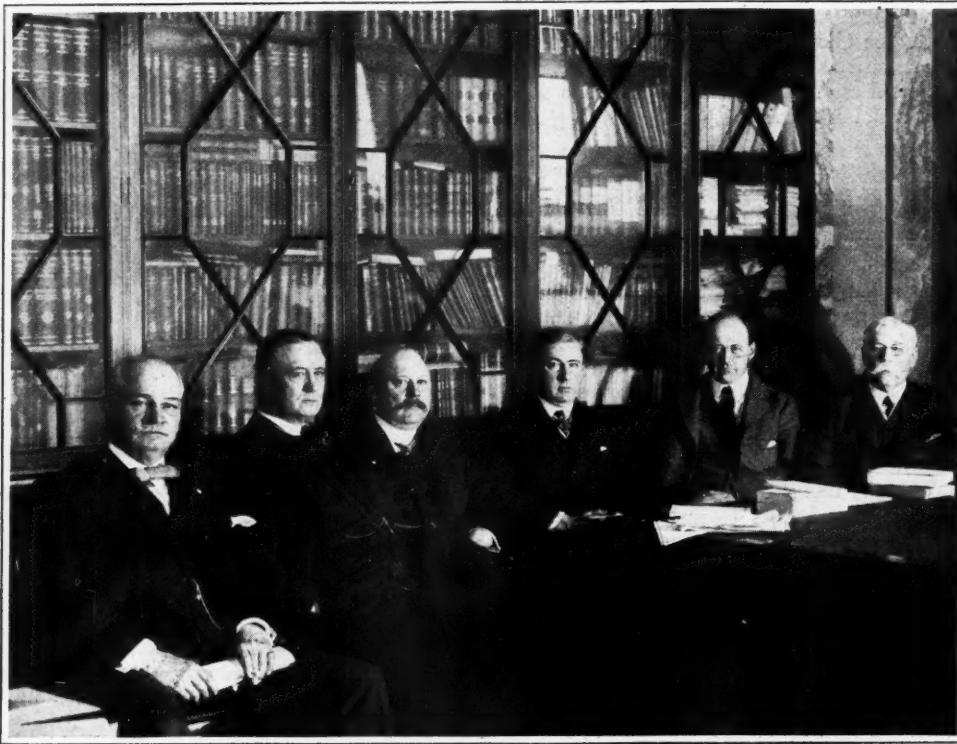
SECRETARY DANIELS (CENTER), WITH CONGRESSMAN HICKS OF THE NAVAL AFFAIRS COMMITTEE AND LIEUTENANT-COMMANDER SPARROW, NAVAL AIDE TO THE SECRETARY

(This picture was taken as Secretary Daniels was appearing before the Naval Affairs Committee, where the conduct of his Department met with approbation)

ment. Certain army men had fixed the stake at four or five million American soldiers in France. Mr. Baker insists that he can somehow find ships to get 1,500,000 men across the ocean this year. A Secretary of War should be expected to carry out whatever part of a program is assigned to his department. In the making of the larger program, however, there is no reason why one department should have the chief part. The Department of Agriculture or the Department of the Interior is quite as competent to make a war program. There is nothing in the accident that places a reputable citizen of Cleveland, Ohio, or a worthy citizen of North Carolina in one cabinet post rather than in another that gives him any peculiar fitness to lead the country in laying down the general program and policy of the nation in its time of war. We have needed a kind of national "all-star" team work.

*Two
Respected
Officials*

Mr. Daniels apparently does not fully grasp the greatness of the part that circumstances require him to play, although the work itself seems

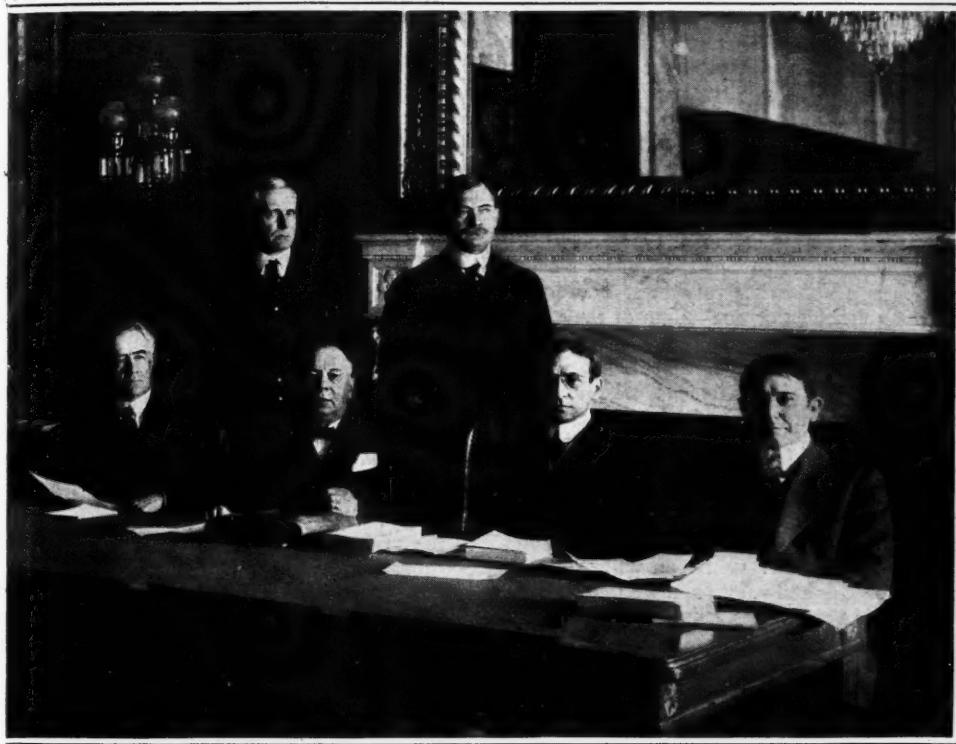


© Harris & Ewing
 Fletcher New Weeks Beckham Wadsworth Warren
 A SESSION OF THE COMMITTEE ON MILITARY AFFAIRS OF THE UNITED STATES SENATE IN CON

to be going on very well under his direction. Mr. Baker, on the other hand, seemingly misjudges the relationship of his department to the war as a whole. If we could but have had Mr. Baker's imagination and eloquence combined with Mr. Daniels' practical ways in dealing with concrete things, and could have put the talents thus united at the double job of (1) creating sea-power and (2) building and operating merchant ships, the result would perhaps have been commensurate with the need and the opportunity. Mr. Baker's statements before the Investigating Committee of the Senate were very elaborate, although they were those of a man living in his intellectual conception of things, a man to whom words and ideas are more congenial and familiar than are objective realities in a world of unrelenting fact.

The weak part of Mr. Baker's case lay in his failure to show why he was making the big armies so breathlessly, and why he regarded getting men to France, merely counting noses, as the one thing needful. He drew a

sympathetic picture of the joy and gratitude of the people in the streets of Paris when Pershing's first men marched through—a populace ready, so the Secretary told us, to kiss the very hem of their garments. We all know that the French people needed encouragement at that time; and we had been told that the sight of a single division of American troops would make them understand that this country was going to support them. Of all the soldiers of the many nations that have moved toward the war fronts since August, 1914, no recruits were as raw as those first regiments of Pershing's. But they were welcome in England, and still more welcome in France, as an earnest of the full support that America was pledged to render. A few thousands of Mr. Daniels' smart marines would, of course, have served the same purpose in Paris. Just how the War Department gradually committed itself to its grandiose and impossible program of putting millions of men rapidly into France, Mr. Baker has not explained, and certainly the American people have not been told by anyone in or out of a position of authority.



Hitchcock Reed Chamberlain Kirby Secretary Baker
McKellar
ERENCE WITH THE SECRETARY OF WAR, HON. NEWTON D. BAKER, REGARDING ARMY CONDITIONS

*Where
Are the
Ships?*

We had undertaken to construct not less than 8,000,000 tons of shipping this year in order to move food and supplies to the fighting Allies, to the Belgian people, and to friendly neutrals. We have, however, been told within a few weeks by practical men, both American and British, who look hard facts in the face, that we are not likely to launch more than 2,000,000 tons. The Allies, in fact, did not chiefly need the armies which Mr. Baker is determined to send. Mr. Baker's program would have required all of the tonnage we could have scraped together to transport the men, and then we could not have found enough tonnage to keep them fed and supplied. No ships at all would be left for taking food to England and France; and in the astounding situation thus created Germany would find her great opportunity for using the submarine and for continuing the war. The news of the past month—the *Tuscania* sinking—brought to light the fact that British transports have already been called upon to carry American soldiers across the Atlantic.

*German
Opinion*

We do not for a moment believe that the American Army program has been made by the German General Staff; but we are frank enough to say that we believe that nothing that America has done since our declaration of war last April has given the German militarists so much encouragement as this substitution of an unbalanced army program for the thoroughly efficient conception of the war that our Government had last April when it proposed to expand the navy, to build merchant ships, raise food, supply credit, dispatch copper and steel, build aeroplane parts, send railroad engineers and surgeons, furnish Red Cross relief, and maintain a vast and inexhaustible reservoir of material aid. In the presence of this true and feasible program, German militarism must in due time find itself starved from without, and then destroyed from within at the hands of the German people themselves. Let no reader think that we undervalue the army or that we do not wish to support our Allies to the utmost. It is precisely for this that we are arguing.

*Our Fine
Boys
in Lorraine*

It has been estimated that the costs and effort of maintaining an American soldier on the line in France are about twenty times that of maintaining a German soldier on that line, and many times greater than the cost of a soldier of England, France, or Italy. Nevertheless, we have already sent a considerable army, and have assumed a few miles of the fighting front in Lorraine. Our young soldiers now on that part of the front are being put into action with very brief training—perhaps one-third or one-fourth of the effective training period that is allotted to English, Canadian, French, and German soldiers. It was impossible to take a high-spirited though untrained army to France, and keep it there without soon giving it serious work. This was inevitable when the mistaken view was adopted that untrained men might somehow become efficient soldiers more quickly by being brought near the sights and sounds of war. Our men will show the finest chivalry and valor; and we follow them as they take the places assigned to them with all tenderness and pride. We are now irrevocably committed to some part of the spring's fighting, and we are awaiting in suspense the terrible struggle on the Western Front that seems impending. If German and Austrian statesmen have not lost all sense of humanity and of care for the surviving youth of the peoples of Europe, they will speak reasonably and will meet the views of President Wilson in his speech of last month. Thus alone can be averted the bloody struggle that France and England are perfectly prepared to meet. Mr. Simonds, in his excellent article in this number of the REVIEW, gives us much valuable information about the part of the line that it is proposed to assign to the American soldiers. His suggestion that we are expected to become responsible for a vast extent of the front—a mileage greater than the enormous English army has thus far held—is important as disclosing clearly a situation in which the military mind must face men who think in terms of ships, money, food and other things.

*Some
Essential
Statistics*

Our review of the shipping situation in this periodical last month is confirmed in a general way by further information. English official figures show that the British Empire constructed about 1,100,000 tons of shipping last year. American figures show a tonnage for 1917 of about 900,000. As against this new

construction of 2,000,000 tons, the British concede a loss from submarines and mines of about 6,000,000 tons. Our own estimates, resulting from a comparison of data, lead to the conclusion that—when the entire tonnage, Allied and neutral, available for the direct or indirect benefit of the American-Allied cause is considered—it will be found that during 1917 nearly four times as much tonnage was put out of commission as was brought into commission. This by no means implies a desperate situation. England will launch a much increased tonnage this year; and we in America can, if we will take the right course, bring our production up to a minimum of 4,000,000 tons.

*Loss of
the
"Tuscania"*

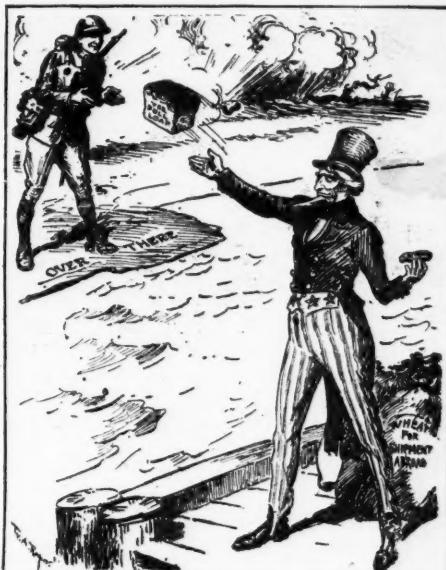
Meanwhile, the ravages of the submarine are not merely a thing of the past. We in America had a terrible shock last month in the sinking of the great British vessel *Tuscania* of 14,000 tons that had been lent for the transport of American men and materials. She was carrying besides large quantities of supplies about 2,200 American officers and men of different branches of the military service, including aero squadrons, engineers, foresters and specialized national guard units from the West. The ship was sunk off the north coast of Ireland. A great majority of the men were rescued, but the losses of American lives were about 170 in number. For the second week in February the English report showed a loss by submarine attack of 19 ships, this number being a little larger than for each of the two preceding weeks. Several Italian and French vessels were also lost, and two Spanish steamships had recently been sunk. We fear it would be too optimistic to say that German methods are now currently disposing of much less than 100,000 tons of shipping (Allied and neutral) per week. This would be at the rate of nearly 5,000,000 tons a year. As we contemplate the summer of 1918, we must remember that with more daylight the submarines will have a better chance than in the short, dark and stormy days of winter.

*Food in France
and
Germany* Again let us say these remarks are not for discouragement, but for the strengthening of heart that comes with looking squarely at realities. We have also now the official figures showing in a general way the production of wheat in France for the four successive seasons of 1914, 1915, 1916 and 1917. It is suffi-

cient to say here that the normal French crop of peace times is 100 per cent. greater than the crop of last year, and fully that much larger than can be expected in the year 1918. The demand for food, therefore, in France is bound to be imperative. The food situation in England became so serious a few weeks ago that Lord Rhondda, the Food Administrator, who is a very practical and straightforward man of affairs, cabled late in January to our own Food Administration that at least 75,000,000 bushels of wheat must be sent from the United States if there is to be "food enough to win the war"; and he added: "Imperative necessity compels me to cable you in this blunt way . . . I have not minced words because I am convinced that the American people, if they know the truth, will not hesitate to meet the emergency."

*Hoover
to the
Rescue*

Mr. Hoover rose to the situation by cabling back as follows: "We will export every bushel of grain that the American people save from their normal consumption. We believe our people will not fail to meet the emergency." It must be remembered that we had already exported to Europe out of the wheat crop of last summer more than the total amount available after reserving the minimum amount normally required for bread here until next summer's crop should come into the market. And besides the requirements of England and France, we are obliged to send breadstuffs to the Belgians, to Holland, and to the Scandinavian countries. Fur-



"YOU NEED THE BIG LOAF, BOY, MORE THAN I DO!"
From the *Herald* (New York)

thermore, Cuba is wholly dependent upon us for bread. The wheat market is in the absolute control of Mr. Hoover, and of the agencies under him that the Governments have established for buying and shipping food to the Allies. He is therefore sending over even more than Lord Rhondda demanded four weeks ago. Mr. Hoover's great qualification is his ability to act in a drastic way in the face of an emergency. He believes that America can take care of itself, and that his business is to provide food for the Allies. In this he is not mistaken. The English and French armies can face the Germans triumphantly if Hoover sees that plenty of food arrives. Few Americans have even a faint idea of the stupendous purchases of beef, bacon and pork, as well as of wheat and other foodstuffs that are being made in this country and shipped to Europe. The next great function of Mr. Hoover's Food Administration is the stabilizing of American prices. Food indeed is expensive in this country for people of all classes—a little more expensive perhaps than in England or France. But with immense supplies of corn, and with potatoes abundant, we shall have food enough to get along well till the new crops come in.



THE BRITISH FOOD ADMINISTRATOR AND THE PROFITEERS

From the *Passing Show* (London)

Mar.—2

*Houston and
Farm
Production*
The Food Administration, then, has for its chief function the seizing of wheat, beef, and pork, and dispatching to Europe. For its second



© Clinedinst, Washington, D. C.

MAJOR-GENERAL PEYTON C. MARCH, NEW CHIEF
OF STAFF AT WASHINGTON

(General Tasker Bliss remains in France as the United States member of the Allied War Conference. General March is called back from duties as chief of our artillery service abroad to head the Staff and direct war activities from Washington. This brilliant and accomplished officer has made a great impression upon discerning Englishmen and Frenchmen, and he should help Secretary Baker immensely in scattering the greater and lesser Falstaffs, reforming the military bureaus, and putting "punch" into an army program duly revised and restricted)

function, it exercises power to deal with food speculators and keep prices steady. For its third function, it is organizing economy and thrift in the use of food, thus teaching the country how to save without starving. When, however, it comes to the still greater and most essential task—that of organizing and assuring a supreme agricultural production, we must look to the direction of Secretary Houston and the Agriculture Department. Mr. Houston works so quietly that the reader of newspaper headlines little suspects the greatness of the machine he directs, and its valuable relationships in every State and district in the country.

*Falstaffs
versus
"Sutlers"* The crowning need at Washington, then, is a unity of effort—and a grasp of the true American program. The English and French armies will be greatly helped by our magnificent aviation plans which now begin to

show their earliest concrete results. This aero business would perhaps have had better development if it could have been made a separate service, detached as entirely from relationship to the War Department as is the Navy. One of the most useful things that Congress could do in the present emergency would be to change some designations. And nothing would help more to destroy illusions than to give the War Department its proper title as the "Army Department." Even with aviation and all the special services now under the direction of Mr. Baker, it is the simple and obvious truth that Mr. Hoover, in sending food to the Allies, is doing vastly more to help win the war than all that the War Department is doing. Yet army generals of high rank have been quoted as saying, with a sneering obstinacy on behalf of their own predilections, that in spite of everything we must have millions of men on the fighting front, and that the United States shall not be allowed to "play the part merely of a sutler"! These generals should enlist in the Navy and fight submarines. It is to be feared that Mr. Baker has come too much under the influence of certain military men whose ignoring of realities is only equaled by their unwillingness to face the truth. The thing that is wanted from the United States is not masses of half-trained American dough-boys, fine as those young men are in their pluck and courage, but highly trained engineers, aviators, and the like—quality, not quantity.

*Things as
They Really
Are* Above all, what the situation calls for is the production of merchant ships to harmonize in a symmetrical program with the development of the Navy, the raising of food, the making of steel, the speeding up of railroads, and the highest kind of economic success in essential things. The cantonments obviously should have been built by the soldiers themselves to save the general dislocation of labor. The new shipyards could well have been laid out and put in form with the assistance of several hundred thousand enlisted soldiers, sailors, and marines, whose training for their specific services would have been all the more efficient for their helping in the most urgent of national work. In like manner, we have at least half a million men of practical mechanical skill now enrolled in the Army and Navy who could be assigned to shipbuilding as a direct national duty of more immediate military importance than

trench digging in Europe. We have also another half million of enlisted men who might well be furloughed for food production during the approaching farm season, all of them to be carefully assigned to their places, and held under government direction.

The Overman Bill, and Others We are not much concerned, in our study of the war situation, about the bills that have been

introduced at Washington for changes in the executive organization. The assertions of both sides in the passionate debate have been true in large part. It is true that the people of the United States have risen amazingly to the support of the war in a practical spirit. They have endured heavy taxation; bought Government bonds to finance the Allies and our own undertakings; furnished men for armies with little grudging, and "stood" for everything asked. The things done as a whole reflect credit upon the country in an aggregate of very large achievements. Most of this has been regardless of particular office-holders or bureau chiefs. The people and Congress having provided for doing great things, it was obvious that the money would be spent and that there would be much to show for it. If, however, on the other hand, the executive work has much of it been imperfect, it is the business of Congress to inquire thoroughly and criticize unsparingly. Senator Chamberlain and his associates have rendered a patriotic service in bringing to light defects and mistakes. It does not follow that the legislation they propose is necessary. On the other hand, it is not certain that much good would come from the Administration bill introduced by Senator Overman which would virtually repeal all existing legislation establishing the executive departments, and authorize the President to rearrange at his pleasure the whole business of carrying on national work. The important thing is, first, to adopt a sound program; second, to have efficient men in every office; and, third, to compel each of them to take his place in the team.

Politics and Elections We in the United States are soon to enter upon a political season. Within a few months we shall be approaching the dates of primary elections and conventions. We shall make party platforms in forty-eight states, and elect in November some 435 members of the National House of Representatives. We must also choose thirty-two United

States Senators (one-third of the entire Senate) by state-wide popular elections. In addition to the regular senatorial elections to fill thirty-two seats there will be the need of filling several vacancies caused by recent deaths. Hardly less important than the election of members of Congress will be that of governors in more than thirty of the states. It is noteworthy that in the State of New York women will have full and equal part in the elections. There are men at Washington who have been quoted as expressing regret that the American public should have a chance to deal with officialdom at the polls this year. These loyal adherents of the existing regime fear lest we should be distracted from our duty of "canning the Kaiser" by giving some passing attention to the personnel of our own government.

Our System and the European Not many robust Americans will agree with the view that we ought to imitate European countries and postpone all elections during wartime lest people deal too roughly with men in office. In France, England or Italy, to be sure, a change in the political complexion of the parliament, due to a popular election, results in a sweeping dismissal of the old executive group, and the bringing in of a new Prime Minister and Cabinet. The demand for elections has been sidetracked in the European countries by putting members of all leading parties into the war cabinets. Moreover, every one of the European countries has changed, over and over again, the incumbents of its leading cabinet positions since the war began. In this country, on the contrary, we have seen Mr. Wilson retain the peace cabinet of his first administration without a single change as the peace cabinet of his second administration. We have then seen him keep every one of the peace members as a war cabinet, with no apparent prospect of any change before the end of his term in March, 1921. Nothing just like this has ever happened, so far as we are aware, either in our own history or in that of any other country under comparable conditions.

An Election Will Be Useful

Since public opinion in the profound stress of a great war cannot affect the tenure of a single American department head, no matter how inefficient, it is little enough to ask on behalf of the public that it should have a chance at its own representatives in Congress. There is no danger of helping the German mili-

tarists by holding a national election in the United States. President Wilson's general position on the war is as strongly supported by the Republicans as by the Democrats. In some of his principal war measures, indeed, he has been able to rely more certainly upon his political opponents than upon his own party. A Congress elected now in the face of the war emergency ought to be a much better body than the one elected in 1916. As for the Senate, it is not partisan in its methods; and if the Republicans should gain a slight preponderance, the only result would be the changing of the chairmanships of a number of standing committees. Although the Democrats have the present House of Representatives under their full control, their majority is very slight. It might be of advantage to President Wilson in the conduct of the war if the Republicans should have to take the responsibility of organizing and managing the next House of Representatives. While the seniority principle in assigning chairmanships has brought some able Democrats to the front it has not worked uniformly well. Stubborn and incompetent men responsible for the muddling of the War Tax laws have no place as legislative leaders in an intelligent country like ours. If the Democrats would follow their best men, there would be no need of Republican victory.

*Prospects
Uncertain*

The political atmosphere may change radically before the Election Day comes around on November 5. For one thing, the war may be over by that time, the world having accepted the wise and unselfish principles of President Wilson. In that case we will all gladly vote the President's way; and even a "yellow dog" on the Democratic ticket will win, hands down. Otherwise we shall want to vote for patriotic men of tried wisdom and the ability to think for themselves. Since the Democratic party has everywhere its own way in the solid south, we suggest that it could well afford to send its best men, instead of some of the inferior ones who now fail to do it justice. Out in the West—beginning with North Dakota but surveying the country from St. Paul as a political metropolis—are the embattled farmers who call themselves the "Nonpartisan League," with Mr. Townley as their chief apostle, and with the vigorous young journalist and cartoonist, Mr. Baer, already in Congress. They have a program of their own that is more economic than political, and they aspire to

enough seats in Congress to hold the balance of power. The movement will be set forth in an early number of this magazine.

*Mr. Hays as
Republican
Chairman*

It cannot be said too plainly that the Republicans are not fighting President Wilson. Certain Republican governors are supporting his war measures as earnestly as any Democrats. The plain people want able and right-minded men in office just now and care little for party names. Mr. Willcox having resigned as Chairman of the Republican National Committee (he is serving on an important board at Washington), his successor was chosen last month. The new chairman is Will H. Hays, of Indiana, young, vigorous, open-minded and acceptable to the progressive element. Mr. John T. Adams, of Iowa, was the favorite of the conservative Republicans, but at the opportune moment his opponents fastened upon him the mistake of having seen the European struggle from the German standpoint when he was travelling on the continent at the outbreak of the war in 1914. Mr. Adams is undoubtedly as loyal an American today as Mr. Hays. Nevertheless, it was clear that the party ought not to be handicapped by having a chairman whose enemies would keep him on the defensive by calling him a pro-German. Mr. Hays and Mr. Adams should know how to manage Republican campaign affairs rather strongly. The important thing for the Republicans to remember is that the best possible men should be nominated for office. This is no year for campaign funds or party pressure. The voters will be independent, and will try to cast their ballots in such a way as to express convictions.

*The
Coal
Famine*

In Mr. Sikes' very thorough article on Chicago as an industrial and transportation center, in this number of the REVIEW, we find it stated that before 1916 the normal consumption of coal in the Chicago district was 22,000,000 tons. In 1916 it was 25,000,000 tons, and in the last calendar year, 1917, it was nearly 30,000,000 tons. The greater part of this consumption was due to the expansion of industry in the Chicago region and the accompanying enlargement of transportation effort. This increased demand for one industrial district of the country goes far to explain the fuel situation that had arisen with the opening of the new year. The difficulties were intensified by the prolonged severity of a

winter which has broken all previous records for protracted cold and for heavy snowfall. We are publishing an interesting statement (see page 290) from Mr. Morrow, who has recently been secretary of the coal producers' association and is now in charge of distribution for the Government's Fuel Administration. Mr. Morrow shows that the hardship to which coal shortages have subjected the country is not due primarily to failure of the operators at the coal mines to do their part. After the middle of February the plan of closing on Mondays, to save fuel, had been abandoned in favor of railroad embargoes adopted by Mr. McAdoo. Meanwhile the great number of ships waiting at the ports, with necessary food for France and England, had obtained coal and started for the other side.

Preparing for a New Liberty Loan It is understood that the Government intends to launch the third Liberty Loan in April. The details of the new issue have not as yet been announced. There is strong pressure to make the rate so high as $4\frac{1}{2}$ per cent. in order that people of small or moderate means may be attracted by the purely investment advantages of the security and buy the bonds to put away as income-producers. On the other hand, many good authorities are fearful that a rate of interest so high as $4\frac{1}{2}$ per cent. will cause further abrupt depression in the current prices of good securities of railroad and industrial concerns, due to the tendency of these to reach new low levels of price when brought into competition with the Government bonds giving higher and higher yields. Thus it is obvious that if the Government of the United States were obliged to offer so much as 6 per cent. in selling its bonds to the public, there would be enormous and indiscriminate sales of general securities for the purpose of investing in the new national issue.

A Great Issue of Treasury Notes When it was decided to postpone the third Liberty Loan until April, Secretary McAdoo provided for the necessities of the Government in the meantime by the issue of Treasury notes to be sold to the national and State banks and trust companies at the rate of \$500,000,000 every two weeks until \$3,000,000,000 are disposed of by the middle of March. Each financial institution is asked to set aside every week 1 per cent. of its gross resources for investment in these notes,

which bear 4 per cent. interest and run for three months. The first half billion issue of notes, dated February 8, was taken with ease and enthusiasm by the country's banks.

Our Ten Months' War Bill

The reports of the Treasury Department in February show that for the first ten months of our experience in the war we have expended \$7,100,000,000, of which we have loaned to our Allies \$4,121,000,000. This leaves America's own war bill to date \$2,979,000,000. The amount, large as it is, is smaller than was anticipated; but the expenditures are increasing at the rate of about \$100,000,000 a month, and it is now expected that the gross war bill for the first twelve months will be \$10,000,000,000, of which half will be loans to the Allies. To meet this expenditure, we have raised by the first Liberty Loan, \$2,000,000,000; by the second Liberty Loan, \$3,808,000,000; and by taxes, \$1,250,000,000. It is worthy of note that the loan factor in our total war revenue is something over 82 per cent. and the receipts from taxation something over 17 per cent. No other country except Great Britain has raised anything like so much as 17 per cent. of its war expenditure by taxation, and Great Britain did not reach this proportion until her third year of war.

Twelve Billions Added to Our Debt

If the third Liberty Loan raises \$6,000,000,000, our national debt will have grown during twelve months by the sum of \$12,000,000,000, with a carrying cost of approximately \$500,000,000 a year. Statisticians estimate that such a war debt will amount to about 5 per cent. of the national wealth, and that the interest on the debt will not be over 3 per cent. of the country's annual income. Comparing our situation in April with that of the leading European combatants, we find for them the following additions during this war to their national debts: Great Britain, \$23,000,000,000; France, \$15,000,000,000; Russia, \$18,000,000,000; Italy, \$6,000,000,000; Germany, \$20,000,000,000 and Austria-Hungary, \$14,000,000,000. In the case of Great Britain, it is estimated that the new debt amounts to one-third of the total wealth of the United Kingdom. Germany's total loans in this war of \$20,000,000,000 have all been issued at 5 per cent., so that she has already added \$1,000,000,000 to her annual debt charge—five times the entire interest on her national debt in 1914.

The Proposed War Finance Corporation

On January 28, Secretary of the Treasury McAdoo asked Congress to pass legislation which would enable the Government to create a War Finance Corporation and through it give assistance to enterprises necessary to the prosecution of the war. The Corporation, under the plan submitted by Mr. McAdoo, is to have a capital stock issue of half a billion dollars to be subscribed by the United States. It is to have the power of issuing its notes for eight times its capital stock. All new issues of securities in an amount greater than \$100,000,000 are, under Mr. McAdoo's plan, to be made only with the approval of the Corporation, the only exemption being railroads under Government control. The life of the Corporation is to be ten years, but is to cease, except for liquidating operations, six months after the war. The management of this vast financial machine is to be vested in a board of directors consisting of the Secretary of the Treasury, chairman, and four other persons to be appointed by him with the approval of the President. One of the sections of the bill provides for relief to savings banks from their present danger of sudden and large withdrawals by depositors to invest in Government bonds, at a time when, owing to the competition of the nation's issues, such institutions could only sell securities at panic prices. The plan is discussed at greater length on page 334.

Does It Mean Inflation?

Secretary McAdoo's plan has brought sharp criticism from some quarters and commendation from others. The criticism centers chiefly on the opportunity for inflation given in the issuance of the War Finance Corporation's notes to the possible amount of \$4,000,000,000, and on the power given the Secretary of the Treasury wholly to dominate the new institution. That the device is primarily aimed to effect a great expansion of credit, is obvious. Mr. McAdoo and his supporters believe this expansion is made necessary by the huge demands of the Government on capital and their tendency to leave insufficient credit for the vigorous conduct of many private businesses which are essential to the war. It is a wise man indeed who can say positively just where emergency expansion, clearly necessary for war needs, is ended and dangerous inflation is begun. Unprejudiced observers of the financial phenomena of war times have come to the conclusion that there is no sharp dividing line between necessary expansion of

credit and inflation, and that the difference is one of degree rather than of kind. In other words, the abnormal expansion to meet abnormal needs is inflation, and inflation is inevitable. Whether it is to be dangerous inflation or not depends largely on the length of the war and other circumstances over which the Secretary of the Treasury and Congress have imperfect control.

An Additional Month for Tax Reports

It was not until February 4 that the Treasury Department finished its elaborate rules for interpreting the excess profits tax and the Government printing office could begin rush work on the instruction forms. It was, therefore, deemed advisable to extend the time allowed tax payers for filing their reports, and the final day was moved from February 28 to March 31. In a further attempt to make the new revenue law less burdensome, members of Congress expect to see legislation later on allowing excess profits taxes to be paid in installments instead of a lump sum. Such relief will be welcome and will do much to lessen the impact of the blow. Thousands of concerns will, in 1918, be assessed under the excess profits section for sums much larger than the amount of money they have in bank. The cash profits on which a tax is levied will have been put back into their business in the form of extensions of plants and inventories. In many cases this has been done at the insistent request of the Government to insure larger current production of war materials. For such enterprises it would be necessary, when the time comes to pay excess profits taxes, to borrow very heavily indeed from the banks—perhaps so heavily as seriously to unsettle financial conditions. If, on the other hand, payments of the tax can be made, say, in monthly or quarterly installments, with interest on deferred payments, the situation for American industry will be better.

The Railroads and the Government Control

The Government's bill providing for control of the railways met no decided or general opposition in Congress. Both the Senate and the House were persuaded that some definite time limit should be set, the Senate having it eighteen months and the House two years. The chief item of discussion, aside from this, was the question of authority for fixing rates, the House bill leaving it, as was provided in the Administration's bill, to the President, but giving shippers the privi-



© Press Illustrating Service

THE NEWLY APPOINTED RAILROAD WAGE COMMISSION

(Sitting, left to right:—J. Harry Covington, Chief Justice Supreme Court of the District of Columbia; Franklin K. Lane, Secretary of the Interior, Chairman; Chas. C. C. McChord, Interstate Commerce Commissioner; William R. Willcox, formerly chairman of the Republican National Committee. Standing:—William A. Ryan, secretary, and Frederick W. Lehmann, legal advisor of Wage Commission)

lege of review by the Interstate Commerce Commission. On February 6, Director-General McAdoo announced that he had organized the staff which is to advise him in the conduct of the railways of the country. It is composed of Walter D. Hines, Assistant to the Director-General; Carl R. Gray, Director of Transportation; John Barton Payne, General Counsel; Edward Chambers, Director of Traffic; John Skelton Williams, Finance and Purchases; W. S. Carter, Director of Labor, and Charles R. Prouty, Public Service and Accounting. It is announced that Mr. McAdoo expects to save millions of dollars through extensive standardizing of railway equipment and by a centralized system of purchasing.

The Government Beset with Labor Problems The Railway Wage Commission, appointed by Director-General McAdoo to hear and consider the demands of the railway brotherhoods for higher pay, began its very important work on January 29. Representatives of the unions of station agents, trainmen, conductors, switchmen, locomotive firemen and engineers, mechanical employees and railway clerks were scheduled to appear before the commission to give their reasons for the increases in wages. These wage demands

are formidable in amount, averaging nearly 40 per cent more than the present scale even after the increases made under the Adamson law, and totalling nearly \$500,000,000 for this year alone. It will be remembered that the entire net income guaranteed the railways as compensation for their use by the Government is less than twice this wage increase now demanded. The problem is the most perplexing and momentous one of all those confronting the Director-General of Railways; and the personnel of the commission appointed to deal with it is necessarily of the first order. The chairman is Franklin K. Lane, Secretary of the Interior. Frederick W. Lehmann of St. Louis is general counsel. Other members are J. H. Covington, Chief Justice of the District of Columbia, Interstate Commissioner McChord, and William R. Willcox, former chairman of the New York Public Service Commission. By the middle of February another labor problem became acute for the Government's conduct of the war. There were widespread strikes in the shipyards with radical demands for wage increases. It was announced that the Administration was considering taking over some or all of the shipyards and a virtual conscription of labor to keep the ship construction going, if it is found necessary.

RECORD OF EVENTS IN THE WAR

(From January 21 to February 15, 1918)

The Last Part of January

January 21.—Widespread strikes in Vienna and other cities of Lower Austria—in favor of peace, but aggravated by food shortage—are reported through Switzerland, with many important war industries closed.

Supreme command of Austro-German forces on the Italian front is transferred from Archduke Eugene to General Borovich (who also passes over Field Marshal von Hoetzendorf).

Sir Edward Carson resigns from the War Cabinet in Great Britain, anticipating grave decisions by the government in matters of policy in Ireland.

January 23.—Russian delegates to the peace conference at Brest-Litovsk announce their unanimous decision to reject the German terms.

It is discovered that the Germans have withdrawn advanced lines on the northern Italian front (from near Monte Tomba back to Monte Spinocia), as a result of a recent success by French troops; the withdrawal emphasizes the apparent abandonment of the Austro-German attempt to break through.

January 24.—Chancellor von Hertling, speaking before the Main Committee of the German Reichstag, replies to the peace terms of Premier Lloyd George and President Wilson; he declines to allow interference in Russian affairs, leaves Italian matters for Austria-Hungary to answer, and pledges support to Turkey against proposals affecting its territory; Belgian details should be settled at a peace conference, conditions of evacuation of occupied parts of France should be agreed upon between Germany and France, but dismemberment of Imperial territory (Alsace-Lorraine) can never be considered.

The Austro-Hungarian Foreign Minister, Count Czernin, delivers a notable address in the Reichsrath, in which he declares that Austria demands not one meter of territory from Russia, and that peace ought to result; he also makes overtures for a direct "exchange of ideas" between Austria and the United States.

Lord Rhondda, the British Food Controller, announces that butter and meat are to be sold in London and the home counties only under a system of rationing.

Colonel C. A. Repington, the famous English military writer, declares that the Lloyd George War Cabinet has not maintained British forces in France at sufficient strength to compete with the Germans on fair terms.

January 25.—The British Food Controller declares that unless the United States sends to the Allies at least 75,000,000 additional bushels of wheat, he cannot give assurance "that there will be food enough to win the war."

January 26.—A third Congress of the Councils of Workmen's and Soldiers' Delegates of All

Russia meets at Petrograd (with 625 delegates).

The Spanish steamer *Giralda*, engaged in coastwise trade, is sunk by a German submarine.

January 28.—Strikes in protest against a continuation of the war are reported in Berlin and other German industrial centers, under Independent Socialist leadership.

German airplanes carry out a night raid over London, killing 58 persons and injuring 173.

The strength of the American contingent in France is placed by Secretary of War Baker at more than half a million men early in 1918, with perhaps 1,500,000 by the end of the year.

An Italian offensive against Austro-Germans on the eastern Asiago Plateau results in the capture of important mountain positions and 2,500 prisoners.

January 29.—Fighting on a large scale is reported between Bolshevik forces and Ukrainian troops at Lutsk, in Volhynia.

A bread ration of approximately 11 ounces daily is voted by the French Chamber of Deputies.

January 30.—From Holland it is reported that the workmen's strikes in Germany involve essential war industries in Berlin, Hamburg, Essen, and Kiel; from Switzerland it is reported that the demands of the strikers include peace without indemnities or annexations, participation of workmen's delegates in peace parleys, reestablishment of the right of public meeting, abolition of militarism in war industries, and electoral reforms.

Manufacture of beer in Germany is reported to have ceased because of the use of barley for fodder, due to shortage of oats.

A revolutionary movement gains headway in Finland, in opposition to the government which proclaimed independence from Russia.

The Rumanian Government is reported to have sent troops into Bessarabia (Russia), to assist the new republic to meet Bolshevik activity.

It becomes known that a fleet of former German steamships (more than 600,000 tons), seized in the United States at the outbreak of war, and now repaired, has brought men and supplies to France.

An agreement is reached between the United States and Great Britain making draft laws applicable to aliens.

A German air raid over Paris, involving four squadrons and the dropping of 70 large bombs, results in the death of 45 persons; the Berlin official statement describes the occurrence as "our first systematic attack from the air."

Announcement is made at Rio Janeiro of the appointment of Admiral Pedro Pronti as commander of "the Brazilian fleet which will cooperate with the Allies in European waters."

January 31.—It is learned that certain units of American troops in France have completed their period of instruction and training and have for some time occupied a section of first-line trenches.



M. JOFFE, PRESIDENT OF THE RUSSIAN DELEGATION
AT THE BREST-LITOVSK PEACE CONFERENCE

The First Part of February

February 2.—Socialists in Switzerland demand the immediate demobilization of the army.

February 3.—The Russian Soviet issues a decree (signed by Premier Lenin and other members of the government) separating Church and State; the decree also, it is reported, establishes the civil marriage only, abolishes religious teaching in the schools, guarantees religious freedom, and forbids private ownership of church property.

The American Red Cross War Council makes report of appropriations totalling \$77,843,000, of which \$44,657,000 was for foreign relief (three-quarters of it in France).

February 4.—The trial of Paul Bolo (Bolo Pasha), charged with treason through pro-German plotting on two continents, is begun at Paris.

Amsterdam reports that the strikes in Germany have been ended, by strong measures on the part of military authorities.

February 5.—The British liner *Tuscania*, carrying 2,200 American soldiers under convoy of British warships, is torpedoed and sunk by a German submarine off the north coast of Ireland; 170 of the soldiers lose their lives.

A dispatch from American newspaper correspondents states that the new American sector is "northwest of Toul"—a part of the St. Mihiel salient.

The number of British non-combatants killed by German submarines is officially placed at 14,120.

February 6.—The French High Commissioner to the United States, Andre Tardieu, states that on January 1 there were 4,725,000 French soldiers under arms, of whom nearly 3,000,000 were in

the war zone; they hold three-fourths of the Western front of 470 miles.

The German Field Marshal, von Mackensen, sends an ultimatum to the Rumanian Government, demanding that peace negotiations be begun within four days.

The Second Part of February

February 8.—The Austrian Premier, Dr. von Seydler, offers his resignation, after opposition by Polish deputies; Emperor Karl refuses to accept it.

February 9.—Representatives of Ukraine (southern Russia) sign a peace treaty—the first of the war—with representatives of the Central Powers, at Brest-Litovsk.

A German official report states that American prisoners have been captured north of Xivray, ten miles east of St. Mihiel.

Earl Reading, Lord Chief Justice of England, arrives in the United States to take up his new duties as British High Commissioner.

February 10.—The peace conferences at Brest-Litovsk (between Russian delegates and representatives of the Central Powers) are broken off by the Russians, who refuse to conclude "a peace which would bring sadness, oppression, and suffering to millions of workmen and peasants."

February 11.—President Wilson addresses Congress in reply to the German Chancellor and the Austrian Foreign Minister; he declares that the United States is ready to be shown that the settlements she has suggested are not the best, but reaffirms that future wars must be rendered impossible by proper settlements based on justice, the rights of small nations and of populations, and the recognition of national aspirations, wherever possible.

The Russian Government declares "the present war with Germany and Austria-Hungary, Turkey and Bulgaria, at an end," and orders complete demobilization on all fronts.

February 12.—Premier Lloyd George, addressing the British House of Commons, declares that the peace utterance of the German Chancellor cannot be taken seriously in some of its proposals, and that the speech of the Austro-Hungarian Foreign Minister, though different in tone, is similar in substance; he states that enormous German reinforcements on the Western Front have completely changed the war situation.

February 13.—British shipbuilding figures for 1917 are officially stated to be 1,163,474 tons constructed and 170,000 tons obtained from abroad.

Reports from Rumania declare that the German ultimatum of February 6 was ignored.

February 14.—Bolo Pasha is declared guilty of treason by a French Court Martial, and sentenced to death.

February 15.—At a conference of German military leaders, it is reported, decision was reached to resume operations against Russia.

A German torpedo-boat flotilla, in an early morning raid, destroys eight small British patrol vessels in Dover Strait.

Ukrainian troops attack Bolshevik forces in an effort to obtain control of the important city of Kiev.

RECORD OF OTHER EVENTS

(From January 21 to February 15, 1918)

PROCEEDINGS IN CONGRESS

January 21.—In the Senate, Mr. Stone (Dem., Mo.) severely criticizes Republican leaders; the episode is the first serious introduction of partisanship since the United States entered the war.

January 24.—In the Senate, Mr. Chamberlain (Dem., Ore.) gives details to back up his declaration in a New York address that "the military establishment of America has fallen down."

January 28.—The Senate Committee on Military Affairs is addressed by Secretary of War Baker, who gives detailed information regarding military preparation, in answer to the charges of Chairman Chamberlain.

February 2.—The House adopts the Agricultural Appropriation bill (\$27,000,000).

February 4.—In both branches, the Administration bill creating a War Finance Corporation is introduced; \$500,000,000 would be appropriated as capital, and the corporation would have power to issue notes up to \$4,000,000,000; the purpose of the measure is to aid in financing private enterprises necessary to the prosecution of the war.

In the Senate, Mr. Hitchcock (Dem., Neb.) ranking member of the Committees on Military Affairs and Foreign Relations, severely criticizes "red tape" and delay in the Administration's conduct of the war.

February 5.—In the Senate, Mr. Wadsworth (Rep., N. Y.) speaks in favor of the War Cabinet, commanding achievements of the Administration but declaring that expert opinion is overwhelmingly for centralization of control and authority.

February 6.—In the Senate, Mr. Overman (Dem., N. C.) introduces a bill empowering the President "to make such regulations and issue such orders as he may deem necessary" in order to redistribute functions among executive departments, bureaus, commissions, or other Government agencies.

February 7.—In the Senate, the Administration's Railroad bill is reported by the Interstate Commerce Committee, as amended.

In the House, Mr. Glass (Dem., Va.) speaks in defense of the Secretary of War and in denunciation of his critics.

February 8.—In the House, a bill is introduced by Mr. Hull (Dem., Tenn.), creating a fund of \$60,000,000 for the purchase of Government bonds whenever the market price falls below the issue price.

February 9.—In the House, the Administration's Railroad bill is reported from the Committee on Interstate Commerce, as amended.

February 11.—Both branches assemble in joint session and are addressed by President Wilson in reply to recent peace speeches of the German Chancellor and the Austro-Hungarian Foreign Minister.

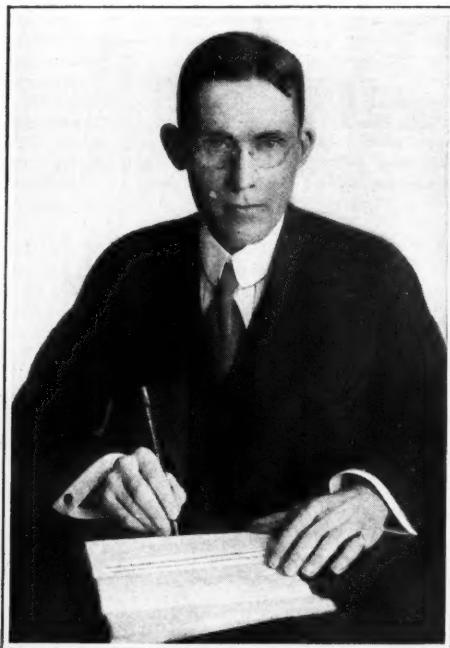
February 14.—In the Senate, Mr. James (Dem., Ky.) replies to Mr. Chamberlain's criticisms of the Administration.

The Urgent Deficiency bill is reported, carrying appropriations of \$1,107,220,000.

February 15.—In the Senate, Mr. Weeks (Rep., Mass.) declares that the number of American troops in France is only 54 per cent. of the War Department's anticipations.

AMERICAN POLITICS AND GOVERNMENT

January 21.—President Wilson condemns Senator Chamberlain (Dem., Ore., chairman of the Committee on Military Affairs) for declaring in a New York address that "the military establishment of America has fallen down" because of "inefficiency in every bureau and department of the Government"; the President declares that the War Department has performed a task of unparalleled magnitude and difficulty with extraordinary promptness and efficiency, and that Secretary Baker is one of the ablest public officials he has ever known.



© Clinedinst, Washington, D. C.

MR. J. D. A. MORROW

Mr. Morrow is an expert in industrial statistics, now in charge of distribution of coal in the Fuel Administration. He writes on coal production for this number of the REVIEW—see page 290)

The Governors of Illinois, Indiana, Iowa, Ohio, and Kansas appeal to the Director-General of Railroads for aid in moving the corn crop, which is rotting on the farms.

January 22.—The five-day industrial shutdown is characterized by the Fuel Administration as having "greatly served" its prime purpose—the bunkering of ships and the supply of domestic consumers and public utilities.

The Department of Agriculture places the value of farm products during 1917 at \$19,443,-849,381, an increase of \$6,000,000,000 over the previous year; 70 per cent. of that sum represented crops and the remainder animal products.

The Kentucky Senate adopts a proposal to submit Statewide prohibition to the voters.

January 23.—An embargo on all freight other than food, fuel, and munitions, on three Eastern railroads, is ordered by the Director-General of Railroads to relieve coal shortage.

January 26.—President Wilson issues a proclamation suggesting means by which consumption of wheat should be reduced by the 30 per cent. "imperatively necessary to provide the supply for overseas;" two wheatless days and one meatless day are designated.

The North Dakota Senate (following similar action in the House) ratifies the Prohibition amendment to the federal Constitution, the fourth State to approve the amendment.

January 28.—A local option bill is adopted by the New Jersey Legislature after a ten years' fight by Prohibition advocates.

January 29.—It is stated that applications for Government soldiers' insurance (from 600,000 soldiers and sailors) have passed \$5,000,000,000.

January 30.—The Interstate Commerce Commission, deciding the so-called "intermountain rate cases," allows increases of approximately 15 per cent. in railroad commodity rates to the Pacific Coast.

February 4.—The War Department announces that the last increment of men selected for the first draft (September, 1917) will move toward training camps during the last week of February.

February 5.—The Secretary of War announces the appointment of Major-General Peyton C. March (chief of American artillery in France) as Acting Chief of the General Staff at Washington.

Figures compiled at Washington show that ten months of war have cost the United States approximately \$7,000,000,000, more than \$4,000,000,000 having been advanced to the Allies as loans.

February 8.—The Fuel Administrator's Monday-closing order is rescinded in the South.

February 13.—The Fuel Administrator suspends the general operation of his order for Monday holidays, but gives State administrators power to keep it in effect where needed.

Surgeon-General Gorgas condemns unsanitary conditions at Camp Greene, near Charlotte, N. C.

Will H. Hays, of Indiana, is elected chairman of the Republican National Committee.

February 14.—The President orders an investigation into charges of irregularity and waste in

Government shipbuilding contracts at Hog Island, Philadelphia.

Chairman Hurley, of the Shipping Board, warns striking carpenters against "deliberately imperiling the lives of soldiers in France."

New England fuel administrators decide to continue the heatless Mondays.

February 15.—The President issues proclamations making all foreign trade subject to Government control under a license system.

OTHER OCCURRENCES OF THE MONTH

January 22.—Prohibition in Quebec province, Canada, beginning May, 1919, is decided upon at a caucus of the majority party (Liberal).

February 13.—The Presidential election in Colombia is indecisive, Dr. Marco Suarez apparently leading, and a second election will be held in June.

February 15.—The Canadian Government announces its purpose to extend the franchise to all women.

OBITUARY

January 23.—Hyrum F. Smith, Apostle of the Mormon Church, 45.

January 24.—Alfred G. Carpenter, judge of the Ohio Court of Appeals.

January 30.—William Hughes, United States Senator from New Jersey, 45.

January 31.—Prof. Lawrence Heyworth Mills, of Oxford University, a noted philologist, 80.

February 2.—John L. Sullivan, the famous pugilist, 59. . . . Leander Richardson, formerly widely known as a newspaper man and dramatist, 62.

February 3.—William M. Chase, ex-justice of the New Hampshire Supreme Court, 80. . . . Joseph T. Bailey, a widely known Philadelphia jeweler, 83.

February 4.—Jechiel Tehlenow, of Russia, head of the international Zionist movement.

February 5.—William Le Baron Putnam, formerly Governor of Maine and recently judge of the United States Court of Appeals, 83.

February 6.—Charles Edward Faxson, of Boston, a noted botanist and botanical artist, 72.

February 7.—Henry Johnson, professor of modern languages at Bowdoin College for thirty years, 62.

February 8.—Louis Renault, international law advisor to the French Foreign Office, 75.

February 9.—Henry J. Spooner, former Member of Congress from Rhode Island, 79. . . . Prof. James Rignall Wheeler, head of the department of Archaeology and Greek art at Columbia University, 59. . . . Sergeant Kent S. Ritchie, U. S. A., a member of the business organization of the Review of Reviews Company in the West (killed in service in France), 28.

February 10.—Abdul Hamid, Sultan of Turkey from 1876 to 1909, 75.

February 14.—Sir Cecil Spring-Rice, recently retired as British Ambassador to the United States, 58.



AND, BY GINGER, HE CAN PLAY 'EM ALL! (BUT IT KEEPS UNCLE SAM BUSY THESE DAYS)
From the *Plain Dealer* (Cleveland, Ohio)

AMERICA'S WAR ACTIVITY IN CARTOONS



CRITICAL, BUT—
(Congress stops pulling to see how the executive is making out)

From the *Evening News* (Newark, N. J.)

252



WE ARE LIKELY TO HAVE SOME INTERESTING DEVELOPMENTS ON WHO IS HEAD OF THE HOUSE

From the *Tribune* (New York)



THAT MISCHIEVOUS BOY FROM OREGON
From the *Evening Mail* (New York)



A PERFECTLY FRIENDLY KNOCK
From the *Eagle* (Brooklyn, N. Y.)

MOST of the cartoons that we have selected for reproduction this month have to do with our national war activities and the various conditions and limitations

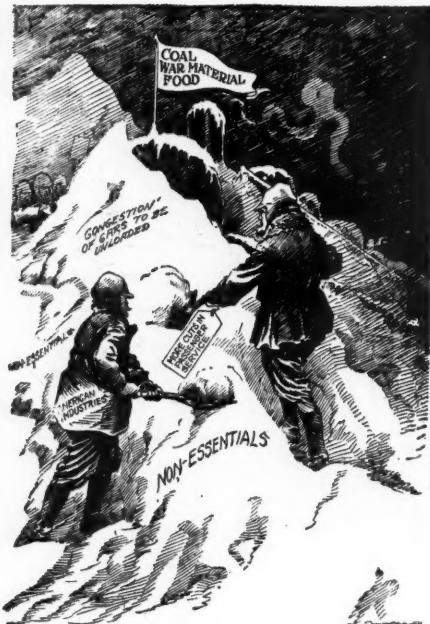
growing out of them. Some of the cartoonists have found themes for their pencils in the controversies and debates that have arisen in connection with the business of war-making; but



THE CAMPAIGN DRAWS NEAR
(In November Congressional elections will be held in all districts, and Senate elections in thirty-two States)
From the *Post-Dispatch* (St. Louis)



BEFORE AND AFTER
TRAINER BAKER: "On my word, gentlemen, there is no padding."
From the *Evening Mail* (New York)



CLEAR THE DRIFT!
From the *News* (Dayton)

chiefly they are interested in the war-making itself and the way it affects our population. The proposed War Cabinet is a fruitful topic this month, and in the main the cartoons are good-natured and by no means unfriendly to the Administration. "A Perfectly Friendly



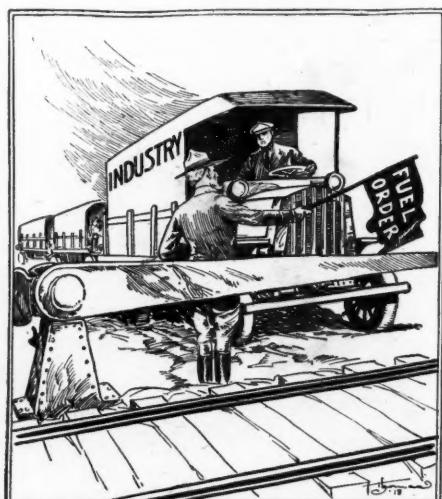
WHERE HE FELL DOWN
From the *Eagle* (Brooklyn)

Knock," from the Brooklyn *Eagle*, on the preceding page is a fairly typical example of the general attitude held by the press on this subject. Congress itself comes in for rather more caustic criticism.

The coal shortage is an occasion of never-ending comment. The four cartoons on this page are undoubtedly representative of



AWAITING TRANSPORTATION!
From the *Commercial Appeal* (Memphis, Tenn.)



DELAY IS BETTER THAN DISASTER
(People do not quarrel with the gateman who protects them from danger)
From the *News* (Detroit, Mich.)



"THEIR'S NOT TO MAKE REPLY"
From the *News* (Dallas)

public sentiment, especially in the Northeastern States of the Union. The cartoon in the lower left-hand corner of this page is intended to set forth the new and anomalous position of the American business man in the presence of the "heatless Monday" order. In some parts of the country there were only eighteen working days left in the month of February after deducting the



"THAT'S THE IDEA FOR THE NATION!"
From the *News* (Dayton)

Fuel Administration's enforced holidays.

The other cartoons on the page illustrate the various ways in which the nation is conscripting its industrial resources for the great drive of 1918. Note especially "the Ohio plan," from Governor Cox's *Dayton News*, putting forth the sentiments expressed by the Governor himself in this number of the *Review* (page 297).



A GENTLEMAN OF LEISURE
From the *Evening Post* (New York)



URGENT!
From the *Tribune* (Los Angeles)

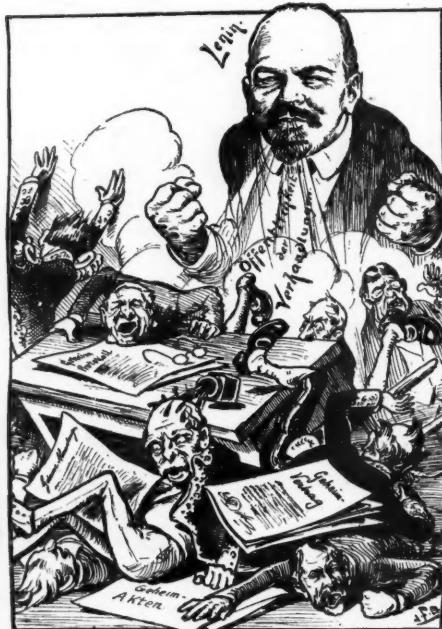


A SLIGHT COME-DOWN FOR THE GERMAN CHANCELLOR
From the *News* (Dallas, Texas)



WILLIAM: "HE'LL NEVER MAKE A DIPLOMAT—
HE SPEAKS THE TRUTH"
From the *Evening Post* (New York)

scorn for a world statesman who has nothing to keep back.



THE END OF SECRET DIPLOMACY
From *Nebelspalter* (Zurich)



PIECES—BUT NOT PEACE
CLÉMENCEAU (spokesman for the Entente): "Well, Icarus-ovitch, we warn you finally that you can't fly with those Boche wings. If you try you'll be in pieces from the moment you take the fatal plunge!"
From the *Passing Show* (London)



JUSTICE THROUGH COMPULSORY RATIONING
From the *Evening News* (London)



YOUR UNCLE SAM MEANS BUSINESS
From the *Oregonian* (Portland)



DOWN WITH CAPITALISM!
From the *World* (New York)



IT WAS THAT EXTRA KID THAT GOT HIS GOAT
From the *Evening Dispatch* (Columbus, Ohio)



THE KAISER'S IDEA OF TROTZKY
From the *Westminster Gazette* (London)
Mar.-3



THE MISER AND HIS MODERN HOARD
From the *News* (Detroit)

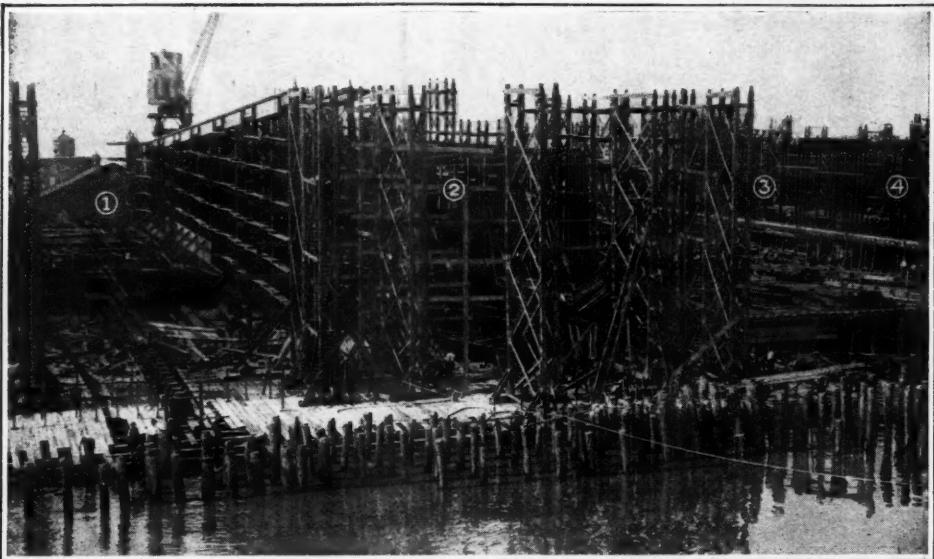


The First Step—Laying Out or Enlarging the Shipyard Itself. The Illustrations Show Hog Island Swamp (Philadelphia) and Three Months' Progress on Ways for Fifty Vessels

THE BUILDING OF THE SHIPS

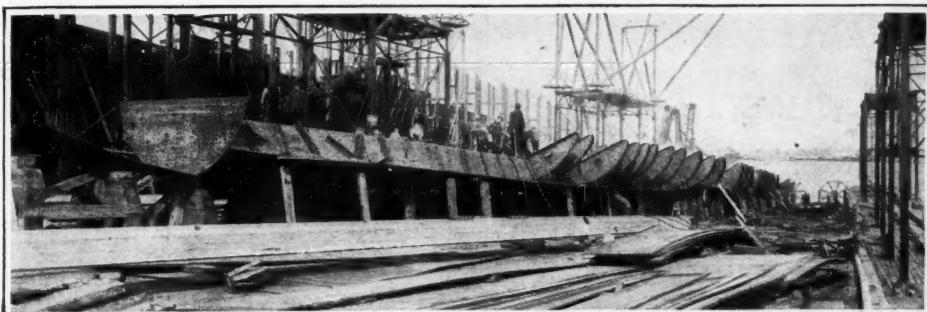
ONE hundred and thirty-two shipyards along the Atlantic, Pacific, and Gulf coasts, and on the Great Lakes, are busily engaged in turning out standardized steel and wooden cargo vessels for the United States Government. Many of these yards had no previous existence; others have been greatly enlarged. While the Shipping Board's program of 6,000,000 tons of new construction

this year will not be realized, the output may reasonably amount to three or four times that of last year, which was 900,000 tons. The great need is shipyard workers, and a campaign has been under way to enlist the services of 250,000 mechanics who will play a part second to none in the successful prosecution of the war. A stable, loyal, and non-striking army of workers is needed.

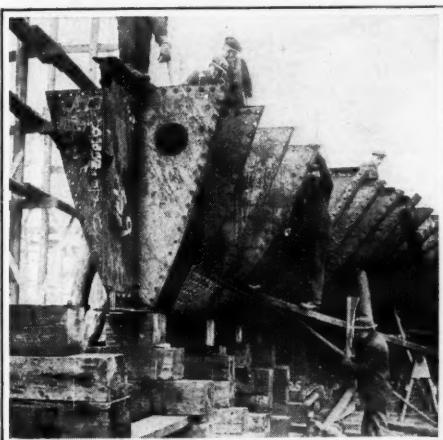


© Underwood & Underwood

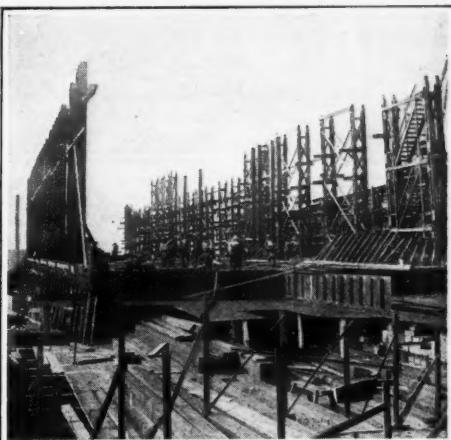
Ways for a Series of Standardized Steel Ships, All Under Construction at the Same Time. Four of the Vessels Can Be Seen in the Picture



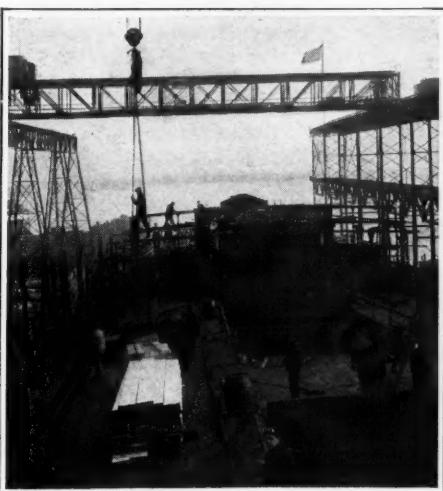
Laying the Keel of a Steel Ship (on Staten Island, New York Harbor) and Adjusting Bottom Plates



© Committee on Public Information
Giving Strength and Shape to the Bow



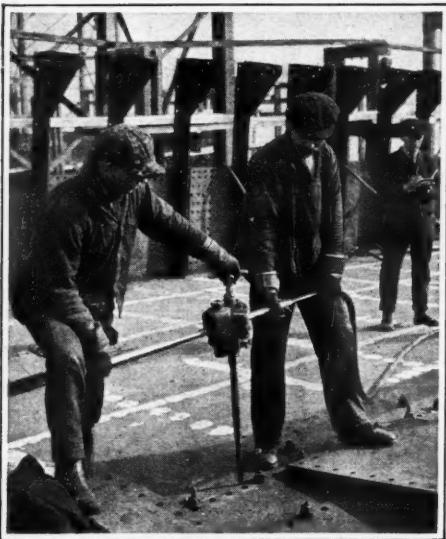
© Underwood & Underwood
A Section Amidships, with Side Girders in Place



© Committee on Public Information
A Steel Cargo Vessel Nearing Completion



© Underwood & Underwood
Destined to Be an Oil Tank Steamer



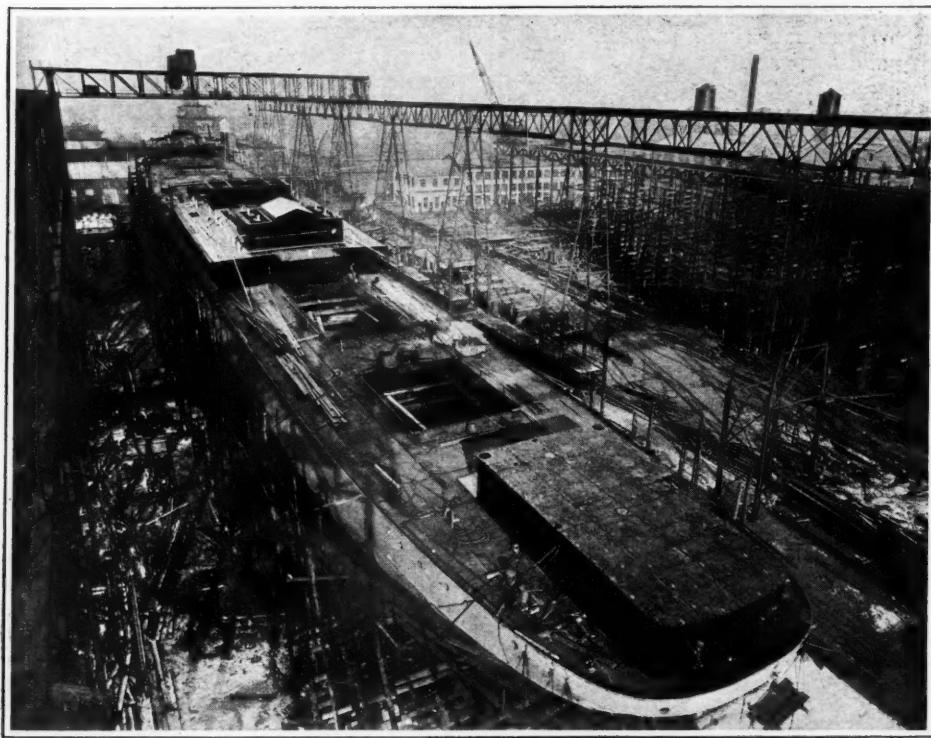
© Committee on Public Information

Drilling and Riveting—The Chief Occupations in a Steel Ship Yard



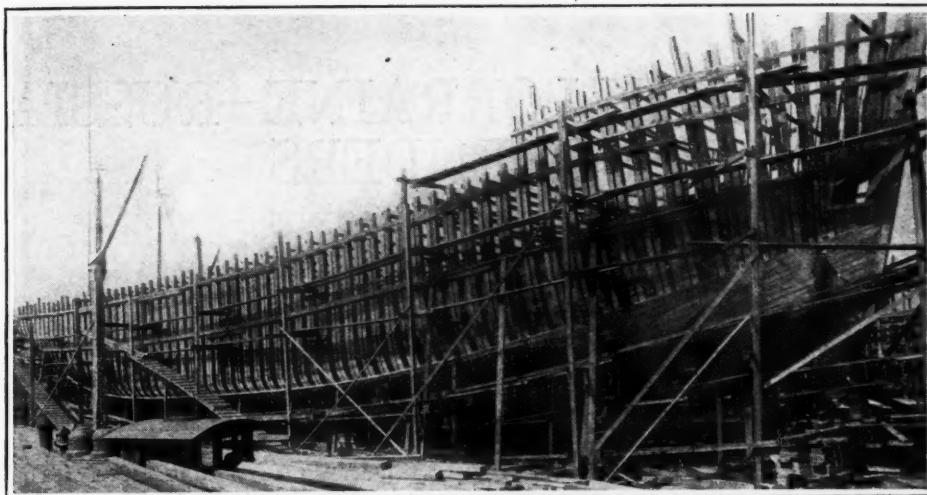
© Committee on Public Information

Cutting a Steel Plate with the Intense Heat of an Acetylene Torch

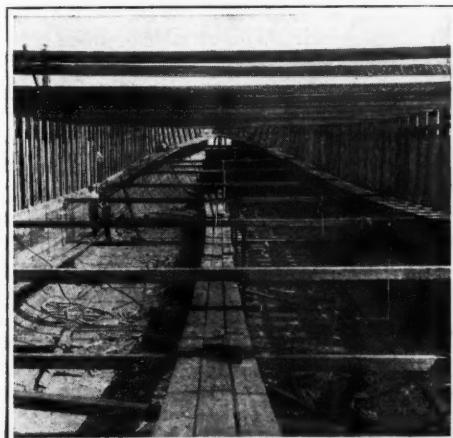


© Committee on Public Information

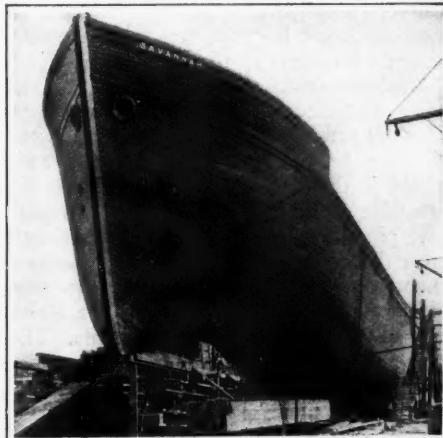
A Steel Ship Ready for Launching, at Cramps (Philadelphia). The Delaware Valley Will Soon Be the Greatest Shipbuilding Center in the World. The Yards at Hog Island Alone Will Accommodate Fifty Vessels of 7500 Tons Each



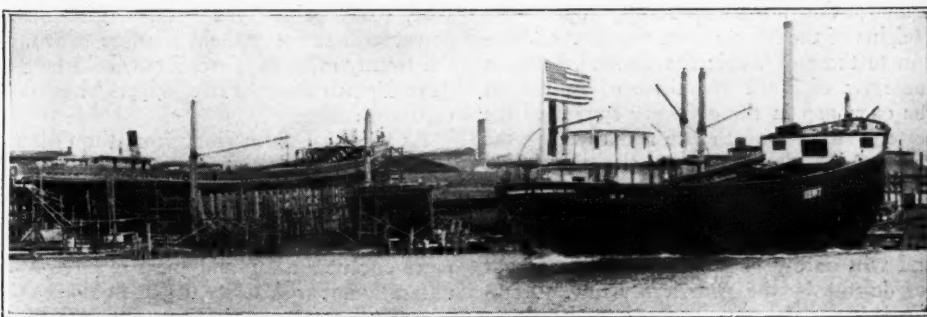
© Western Newspaper Union

An Immense Wooden Vessel Under Construction at an American Shipyard

© Western Newspaper Union

Bolting the Inner Shell to the Frame

© Western Newspaper Union

All Ready for the Launching

© Western Newspaper Union

*A Wooden Vessel Taking the Water—With a Sister Ship Nearing Completion***THE REVIVAL OF WOODEN SHIP BUILDING IN THE UNITED STATES**

AMERICA IN LORRAINE—RUSSIA SURRENDERS

BY FRANK H. SIMONDS

I. THE LORRAINE FRONT

SEVERAL months ago I made a passing reference to the German reports that the American troops were in Lorraine. At that time our own Government had made no official statement on the subject and it was therefore impossible to go beyond a brief comment upon the German assertion. In January, however, there was the official Washington statement that General Pershing's army was in Lorraine and the American newspapers were at least permitted to conjecture that Lorraine was to be the scene of our own effort in the World War.

Accordingly in the present article I am going to discuss in some detail first, the whole Lorraine front; that is, the sector which we shall presumably occupy as a whole, in the next year, and then the far less extensive area, in which German reports have placed our first considerable contingent upon the line. The first time the Germans announced American troops on the front they fixed their position as near the Rhine-Marne Canal, not far from Lunéville. They have now asserted that we are holding a portion of the St. Mihiel Salient north of Toul.

The Lorraine front may be roughly described as consisting of three quite distinct sectors: The southern, running along the Vosges from the forts of Belfort to those of Epinal; the northern, resting upon the Heights of the Meuse from the forts of Verdun to those of Toul; the Central, between the forts of Toul and those of Epinal, in the open gap in the defensive system of the eastern frontier of France and covering the considerable city of Nancy, the old capital of the province of Lorraine.

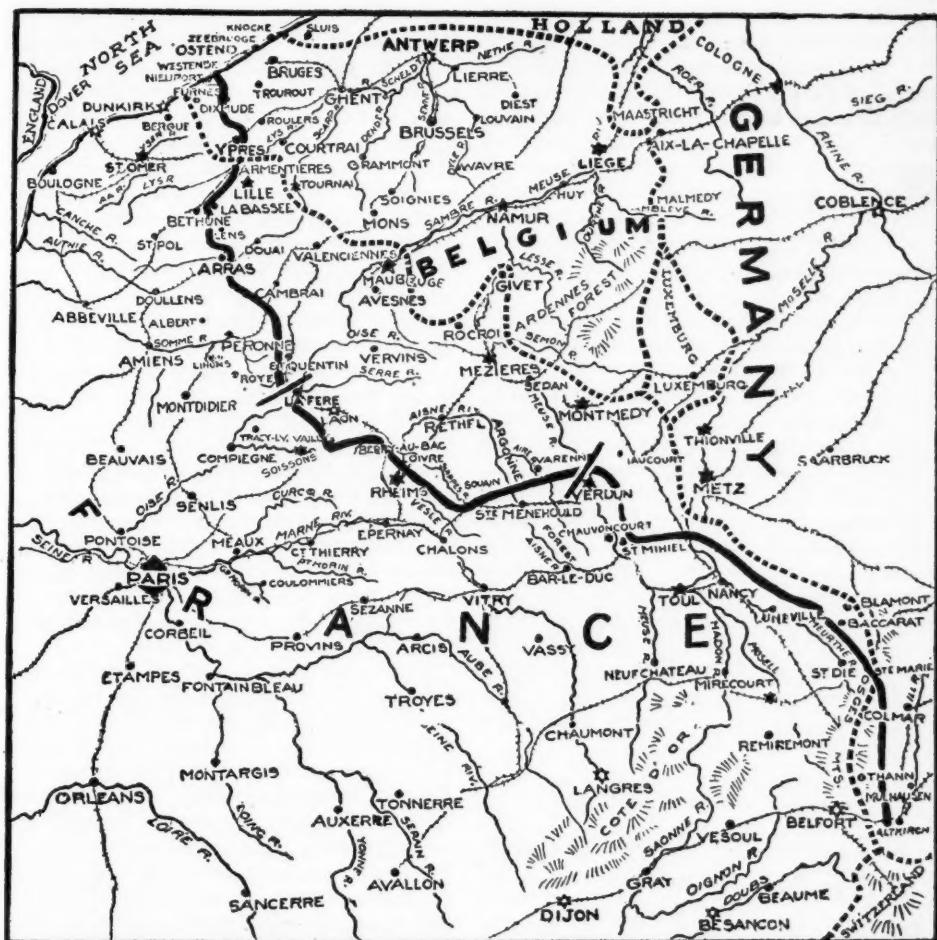
The portion of the front between Verdun and the region just north of Toul is not and will hardly be at any time marked out for defense by the American Army. Actually it is the right flank of the armies covering Paris and for this mission the French will naturally choose their own troops. The southern sector, that of the Vosges, may in

some later period be taken over by Pershing's men, but it is not a sector suitable for larger offensive operations and it calls for a special kind of troops—mountaineers, in fact—which we can hardly train in any rapid fashion.

There remains the much wider sector, the Central, extending from the Meuse at St. Mihiel, across the front of the forts of Toul to the Moselle at Pont-à-Mousson and thence across the Grand Couronné, in front of Nancy, to the foothills of the Vosges east and south of Lunéville and before the fortress of Epinal. This stretch of some hundred miles seems to be marked out as the line which we are eventually to take over, and the Germans now assert that we are holding a portion of it already, naming the little village of Xivray, fifteen miles north of Toul and perhaps ten miles distant from the northernmost fort, as the scene of the capture of some American troops.

When it was determined to send American troops in large numbers to France, it was necessary to decide at once where they would be placed. They could not be sent to the British front, which extends from the sea at Nieuport approximately to the Oise near St. Quentin (including the short sector held by the Belgians) because the British were not in such a condition as to require American reinforcements. For the present year, probably for the next, British manpower will suffice to hold the line to which the twenty miles of Ypres front, held by Sir John French after "First Wipers" has now expanded.

As for the French front from the Oise to Verdun, this covered Paris and was the most vital sector in the military and political sense on the whole front, therefore it was not the sector on which it was desirable to place our new army and the French would naturally not wish to see us put in along this line. There remained, then, only the Lorraine front, from the outward supports of Verdun, on the Heights of the Meuse, to the forts of Belfort. On this front, long in-



THE PRESENT FIGHTING LINE OF THE WEST FRONT

(A possible apportionment of sectors among the three Allies, Great Britain, France, and the United States, is suggested in the paragraph beginning at the foot of this page)

active, our army could gradually be put in, releasing French troops, as the British had released French armies between Arras and St. Quentin. And the decision to send the American troops to Lorraine was made almost before the first division had landed on French soil.

There was another consideration, that of communications. It was essential that there should be no confusion of lines of communication behind the front; American troops could not be interspersed between British and French armies without bringing about disorder. But if our armies were placed on the extreme right wing, there could be built up behind them and in connection with certain selected seaports an independent system

of railroads, exactly as the British have reorganized the old French railroad systems between the Seine and the Belgian frontier, behind their own firing line. There would thus be created three wholly distinct lines of communication from sea to firing line. And it is at this task that American engineers and railroad men have been occupied for many months. We may perhaps assume that the first lines from some port on the Channel or from the Bay of Biscay to the Lorraine front are now in running order.

Looking at the map, it will be seen that the present plan calls for three distinct sectors on the Allied front—a British front from the North Sea practically to the Oise, a distance of rather more than 125 miles; a

French sector from the Oise to the Meuse above Verdun, some 150 miles in extent, and an American sector, from the Meuse above Verdun and near St. Mihiel to the Swiss frontier; that is, some 150 miles more. But it must be understood that it will be impossible for us to take up all our part of the line this year, so that the French will have to continue to hold at least half of our eventual front, that from the foothills of the Vosges, west of Mt. Donon, to the forts of Belfort, during the present year.

But by next year there will be, roughly speaking, a million British, a million French, and a million American troops on the Western Front, holding clearly distinct sectors, although under closely coördinated direction. And when this situation arrives, the Germans will be completely outnumbered on each sector and for the balance of the war condemned to face superior numbers with weaker forces on the line and incomparably weaker reserves behind it. This, in a word, is the general scheme of the Western Front, when we arrive in full strength, and it is toward the realization of this scheme that we have now made the first move in definitely taking over one sector, probably a very small one, of the line between St. Mihiel and Pont-à-Mousson.

II. THE ST. MIHIEL SALIENT

Now a word as to the exact position of our first contingent to "take over." As fixed by the Germans, this is on the south side of the famous St. Mihiel salient. As I just pointed out, the northern sector of the Lorraine front rests upon the Heights of the Meuse, which rise abruptly on the east bank of the Meuse and fall equally sharply into the plain of the Woevre, still farther to the east. These heights extend from a point considerably north of Verdun to the environs of Toul, one of the four great fortified towns of eastern France. They are crowned with forts at intervals along the way and in reality constitute a plateau four to eight miles wide, in the main. Before Verdun they are perhaps under three miles wide at points, and these points are marked by such famous forts as Douaumont and Vaux.

The French call this range of hills, or, better, this plateau, the "eastern dike," and, with the Vosges, it constituted the main defense line facing Germany. Only at one point did the Germans ever succeed in break-

ing through from the Woevre Plain and reaching the Meuse. This was about the little city of St. Mihiel, where the Heights of the Meuse are little more than a mile wide, and several good gaps, notably that of Spoda, exist, through which troops could penetrate easily. These gaps were commanded by three forts—Camp des Romains on the east bank of the Meuse south of St. Mihiel, Troyon north, and Paroches across the river and north of St. Mihiel.

In late September, 1914, a considerable German force coming out of Metz, some thirty miles east of St. Mihiel, took Fort Camp des Romains, silenced Troyon, and in the next few days forced the passage of the Meuse and crossed the railroad running between Verdun and Commercy, thus cutting one of the two life lines of Verdun itself. Further German advance was checked and the developments in Artois and Flanders prevented the Germans from diverting troops to St. Mihiel, but the initial success caused much comment at the time and was the occasion of a message of congratulation from the Kaiser to the Empress.

Ever since that time the Germans have vainly sought to increase the gap opened in the French dike, the French to break in the sides of this St. Mihiel salient. Early in 1915 there was desperate fighting about Les Eparges, when the French sought to crush in the salient from the north. Later in the year there was equally stiff fighting in the Forest of Apremont, north of Toul, and in the Bois-le-Prêtre, north of Pont-à-Mousson, and some ten miles south of the German fortress of Metz. But at no point did the French make any important gain, and thereafter the St. Mihiel salient became comparatively quiet.

It is a blunt-nosed wedge, some twenty miles wide at its base and less than two at its nose, thrust into the French line a little southwest of Metz and cutting the direct line of communications between the French fortresses of Verdun and of Toul. West of St. Mihiel the Germans maintain a bridge-head on the western bank of the Meuse at Chauvoncourt. Right in the center of the salient they have constructed a strategic railroad which marches equidistant from the sides of the wedge from Thiaucourt almost to St. Mihiel, where the salient becomes so narrow as to be commanded by French guns on both sides. The key to the whole salient is the reconstructed Fort Camp des Romains on the hill above St. Mihiel, which

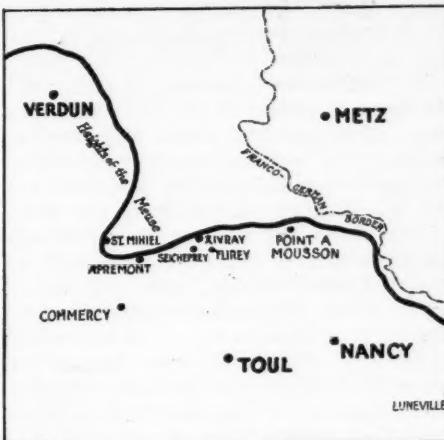
the Germans took in September, 1914, and from which they sweep the surrounding country and interrupt communication on the main Paris-Nancy railroad near Commercy, a few miles to the south.

Because of its interference with the railroad communications between Toul and Verdun and between Paris and Nancy, the French have always regarded this St. Mihiel salient as a thorn in their sides, but they have never been able to expend men and munitions on reducing it. For the Germans the break in the dike remains a possible route of invasion, between Verdun and Toul, although it has been so strongly fortified by the French that a break-through now is almost inconceivable. But the proximity of the great fortress of Metz enables the Germans to transport men, munitions, and guns to this point with very great ease and rapidity. And while they hold St. Mihiel they at least threaten the French line between Verdun and Toul.

Now it is on the south side of this salient, some fifteen miles north of the sleepy little garrison town of Toul, famous in all the frontier history of France, that the Germans place our American troops. They have announced the capture of American troops at Xivray, and Xivray is exactly on the firing line, where it is crossed by the little Rupt de Mad, the stream which flows south into the Moselle, just above Metz, and whose valley is burrowed for most of the way by the German strategic railway built through to St. Mihiel.

Xivray is about ten miles east of St. Mihiel and a similar distance west of Pont-à-Mousson, being almost exactly in the center of the south side of the St. Mihiel salient. A mile behind it runs the direct highway between Pont-à-Mousson and Commercy, which skirts the firing line along the whole stretch from the Moselle to the Meuse and at its eastern end was long familiar to our American Ambulance boys stationed at Pont-à-Mousson. The country about Xivray is very rough, heavily wooded and sown with tiny lakes and large ponds. Really it is on the back bone of the considerable plateau separating the Meuse from the Moselle valley.

The other towns of battle fame on this part of the front are, from west to east, St. Mihiel, Apremont, which is just within the German lines; Richécourt, just across the firing line from Xivray; Seicheprey, just to the east and inside the French lines,



WHERE THE AMERICANS ARE FIGHTING—THE ST. MIHIEL SALIENT ON THE LORRAINE FRONT
(The Germans locate our troops here)

which we took over, and Flirey, where the Thiaucourt-Toul railroad, a minor local line, crosses the front. Just west of Xivray and dividing the two armies for several miles is the good-sized lake of Girondel, while three or four miles west of this is the Forest of Apremont, which, in past years, has seen some of the bitterest fighting of the war. The towns of Mandres and Broussey, back of Xivray and on the road to Toul, will probably be familiar to those who read our soldiers' first letters from the front. So, perhaps, will be the more considerable town of Commercy on the Meuse. But Toul and Nancy are likely to be still better known, Toul because it is the natural base for our troops and Nancy because it is the one considerable city in all this region, one of the most beautiful in all France and probably the place to which most of our soldiers will go, when they are on leave, since Paris is too far away.

In sum, then, accepting the German assertion, our troops are holding some portion of the south side of the St. Mihiel salient between the Meuse and the Moselle and facing the great German fortress of Metz, twenty-odd miles away across the famous battlefields of 1870. There is no reason to expect any offensive of them in any present time, but it is at least likely that their first considerable effort may be to break in the St. Mihiel salient, which has for so long interfered with French communications and threatened the safety of French defense on the old eastern frontier.

III. THE ANNIVERSARY OF THE RUSSIAN REVOLUTION

With the present month we shall reach the first anniversary of the Russian Revolution, and it is perhaps a fitting time to look backward for a moment and consider what this great convulsion meant and means in the World War. Certainly if the Battle of the Marne and the struggle for Verdun are the supreme military events of the conflict, the revolution in Russia and the entrance of the United States into the contest are the most important political events, and, as we all know, the coming of America was not a little induced by the Slav upheaval, which removed the last autocratic influence from the Allied councils.

A year ago the world was just beginning to detect the disorder, which had long been marching secretly but swiftly in Russia. We did not know, although many suspected, that German influence had obtained control in the court of the Czar. We were not sure, but we suspected, that the disaster to Rumania had been procured by Russian treachery, quite as much as by the prowess of German armies. In fact, twelve months ago Russia was lost to the Allies. German influences were in control in Petrograd, and had there been no revolution Russia would have made a separate peace, deserting her Allies many months before the fall of Kerensky brought Bolshevik ideas and leaders into control and did destroy the Russian army.

This revolution, when it came, had three phases, the third of which still persists. It was at first merely a change from German-sympathizing Cabinet Ministers under the theoretical control of the Czar to other Ministers, representing the initial step toward a Russian Republic, but themselves as earnest and loyal supporters of the alliance against Germany as the Ministers of France or Britain, and still holding the nationalistic purposes of the past. It was, in this phase, a revolution against the corrupt and the inefficient, the disloyal and the traitorous. In that hour we all expected that Russia would promptly regain her strength and march in sympathy with her Allies and against the common enemy.

But the second stage came quickly. The men who were seeking to continue the foreign policies of Russia as they had been adopted before Russian ministers and rulers had been corrupted or cowed, were thrust aside and there came boiling up from be-

low the first eruptions of domestic anarchy. The revolution itself was transformed into a domestic rising against national evils. Pacifism, anarchy and every form of socialism began to be preached. Yet there was still the outward semblance of a purpose on the part of Kerensky and his associates, who ruled in place of Lvov and Milukov, to march with the Allies and to remain faithful to the engagements of Russia, as made nearly three years later.

But this phase, too, could not last. In no long time there came the insistent demand for peace. Russia, the Socialists, the anarchists, the extremists, the dumb millions, demanded peace and demanded that Kerensky provide peace or go. This new disorder was stirred by those who had equal hatred for the German and for the Briton, who regarded British and French purposes in the war as quite as imperialistic as the German, who held the Allied countries as suspect, if not actual foes, because they had been the allies of the Romanoff dynasty, which had gone.

And in this period Russia went far on the road toward national suicide. Her army and navy were destroyed. The whole economic and industrial structure was wrecked. Utopian schemes were adopted without thought or hesitation. Russia became, in a certain sense, a madhouse. The nation was a ferment of ideas, of prejudices, of illusions and of visions. But above and beyond all else there was the desire and the demand for peace. Kerensky fell because he could not provide it. Trotzky and Lenin rose and have continued, because they have sought peace, because they have not hesitated to negotiate with the Germans, separately, because they have, so far, proven themselves ready to go to any length short of the surrender of Russian territory to bring the world struggle to an end and to insure for the Russian masses, by making peace abroad, that chance to reorganize Russia at home, in conformity with their Bolshevik doctrines, which they have persistently demanded for many months.

Thus, in a year, Russia has passed through these different stages. She has been, under the Czar, a traitor to the Allied cause, under the first and second groups of the Revolution still loyal to her western Allies, and to-day she is, quite separated from her old Allies, unable to aid them in war, if she would, unwilling if she could, and striving for separate peace with Germany.

IV. THE CONSEQUENCES TO A WORLD AT WAR

Now, what have been the consequences, so far as the World War is concerned, of this Russian upheaval? First, there was the outburst of enthusiasm and joy in all Allied countries over the Revolution. While selfishly recognizing that their own interests would be better served by the new régime, the Allied peoples welcomed the coming of democracy in Russia and looked forward to seeing Russian armies, purged of traitors, resume their westward advance and in Galicia and Poland deal blows which would supplement those of the French and British in Belgium and Northern France.

Even when Kerensky came there was still hope. He, quite honestly, sought to fulfil the old engagements and the Russian offensive in Galicia, which opened with victory, was hailed all over the Allied world as a final denial of German claims that Russia was done. But the awakening came all too soon, when the Russians fled from a field of victory and the Russian army ceased to be a factor in the contest. With this event came the downfall of all Allied hopes of a victory in 1917 or, for that matter, in 1918. Only the entrance of the United States gave promise of an ultimate victory. For the moment it seemed as if Russia had again, as in the days of Frederick the Great, saved the Hohenzollern dynasty by a change of front.

But the evil effects of the Russian Revolution, for the Allied nations, were not limited to the military side. Adopting the doctrine of "peace without annexation or indemnity," the Russian Bolsheviks sowed seeds of unrest and distrust in the minds of the war-weary masses of the Allied nations. Russian insistence that the same imperialistic ideas ruled in all countries at war, found all too ready hearing in France and Britain and those who directed the governments of these nations were temporarily deprived of some fraction of the support of their constituents.

On all sides there was heard the demand for a restatement of the war aims and peace terms of the Cabinets and Prime Ministers, who were directing the fortunes of states and sending millions of men to battle, to suffering and many hundred thousands to actual death. This demand could not be silenced, nor could it be answered, while there came from Germany a long series of false and pretended terms, while Germany

made promises which she did not mean to fulfil. But in the end, as I pointed out last month, Germany was compelled, at Brest-Litovsk, to show her hand and then it was possible for the statesmen of the Allied nations to restate their peace and war purposes, with the result that there was a re-enlistment of the public sentiment and the public support on the part of the masses of the Allied countries.

But in this restatement of war aims and peace terms there was instantly discoverable a wide difference from those hopes and aspirations of the two years before. The Allied world no longer dreamed of liberating the German masses from Hohenzollern democracy by the sword. They no longer looked forward to the destruction of Austria-Hungary and the construction in its place of many states, built on lines of race and language. They no longer spoke confidently of bestowing Constanople upon a Russian democracy, which had in fact renounced its claim to this inheritance.

On the contrary, the Allied demands were now set forth in far simpler and less onerous form. In sum, they were confined to the restoration of the nations conquered and held in slavery since the war began, and the undoing of two great wrongs, which are expressed in the words Alsace-Lorraine and the Trentino. On the morrow of the German attack upon Europe, Europe had dreamed of a reconstruction of frontier lines and a rearrangement of nations, but after Russia collapsed statesmen and plain people alike perceived that these grandiose plans could no longer be realized. That portion of the Allied program which represented the determination of Europe to repel German attack and prevent German domination stood and stands, but save, perhaps, for Poland, the purpose to create new nations and dismember old nations, which held alien races as its slaves, largely disappeared from the demands of the Allies.

In a word, the Russian Revolution compelled an entire transformation of war aims and purposes and Europe is now fighting, in the main, against any German expansion, against any Hohenzollern supremacy, against the plan of Mitteleuropa and a Slav world dominated by Germans, but its larger purposes are represented on the map of Europe of July, 1914, and not on any one of the many imaginary maps which have been drawn in London, Paris, or Rome, since the war began.

V. THE TRANSFORMATION

I dwell upon these circumstances now because I believe it is of utmost importance that we Americans should perceive the utter transformation that has taken place in the minds of Allied peoples since the Russian Revolution took place. Had a similar change taken place in German minds, we should be close to peace. Because something of this change has taken place in Austrian minds, we are, I believe, marching rapidly toward a condition out of which peace may come, for I believe that we are at last moving toward peace.

But, unfortunately for those who desire to see a speedy end of this world horror, the Russian Revolution, while it did transform the Allied world vision, while it did bring the rulers and leaders of Allied nations to a recognition of the possible as contrasted with the desirable or the Utopian, had the opposite effect in Germany. By disorganizing the Russian army it removed an immediate military peril from one German front. Seizing upon this change, those who dominated Germany once more began to assert that a victory, a decision, a German peace could be achieved, that Germany could still attain the goal of world power.

And that is the situation in which we stand to-day. There is moving and stirring in Germany precisely the same unrest and dissatisfaction which we know existed in Allied countries eight months ago. The last month has seen the first serious domestic disorders, the first authentic symptoms of domestic unrest. It has been suppressed, ruthlessly suppressed, but its brief existence is a fact of very real significance. We must not exaggerate it. Those who have ruled Germany over all this terrible period continue masters of the situation. They are not threatened with immediate revolution, perhaps not with eventual uprising, but they have had the first clear warning that there are millions of Germans who no longer believe that it is possible or desirable to continue the agony of the war on the remote chance of annexing the Baltic provinces or the French iron districts.

More than this, in Austria we have seen even clearer protests, more unmistakable signs that Austria no longer seeks territorial profit for herself out of the struggle and will not for an unlimited period of time bear the burdens of the war, solely to enable Germany to annex Russian provinces or French

mine fields. Austria has no longer to fear invasion on any front. Her great foes are either defeated or in revolution. She no longer needs German troops to defend Galicia or Trieste, and as she no longer requires German aid, she is no longer under the necessity of accepting German commands, whether military or political.

So far, then, the Russian Revolution has brought us in a year. It has compelled an entire restatement of Allied purposes and these purposes, as they now stand, are not far removed from the conditions of 1914. Only in two or three details do they represent demands which would prolong the war, were the German people now in the same mood as the Allied peoples and were the German rulers as responsive to their peoples' wills as are the Allied statesmen to theirs. While they continue to talk with unshaken determination of repulsing the German invasion and liberating the lands conquered by the German and the Austrian, neither the Allied press nor the Allied leadership talks now of crushing Germany, or destroying Austria-Hungary.

There remains the great task, to fight on until the German rulers are defeated on the field or their peoples convinced that victory is impossible, until there is in Germany the same sort of an upheaval and reformation of purposes, which took place in Allied nations last autumn. While Germany claims the Baltic provinces, while she still clings to Belgian territory and covets the Brie and Longwy iron districts of France, peace is as remote as ever. But he would be a daring man who would prophesy that this German spirit will last through another Verdun campaign or survive another shock like that of the Marne.

The truth seems to be the Russian Revolution has transformed the whole character of the war. It first removed all Allied hopes of immediate victory. It put far in the future any chance of crushing German military power. It compelled both on the moral and on the material sides a revision of allied purposes and aims. It finally brought the Allied program down to the solid basis of the defense of European and world liberties and in doing this brought about a reunion between the statesmanship and the peoples of Allied countries. That it will, in no far distant time, have something of the same effect upon the German statesmanship and people, seems to me a reasonable expectation. In any event, on the

first anniversary of its outbreak, its importance can be compared with that of the Marne and of Verdun as a major circumstance in the mightiest of all human struggles.

VI. NEARING THE END

And having said so much, it is perhaps permitted to add that which I have not said before since the outbreak of the war, namely, that it seems to me that we are within hailing distance of peace. The German military party, which is in practically undisputed control, means to attempt one more offensive, the most gigantic of all and the greatest military gamble since Napoleon went to Moscow. If it should succeed then there will be a campaign of 1919 and perhaps of 1920. Any German victory, large or small, this spring and summer would mean a prolongation of the war, because it would mean an extension of the time in which the German military party would remain in control of Germany.

If America should now lessen her preparations, slow down her effort, any German victory this year might be expanded next year into a final triumph. We are the last reserve of the Allies and of civilization. We must be ready when the hour comes and the hour may come. If we slacken our pace even a German defeat this year may not prove the end of the war, but it seems to me, save for the possibility of a considerable success by the Germans in the next campaign or a failure on our part to do all that we can possibly do, the coming campaign will be the last.

And I see no reason to believe that the Germans will win any victory or, indeed, do better than they did at Verdun, which was for them one of the greatest defeats of military history. Recent events have served to teach millions of Englishmen and Frenchmen the truth about the world situation, to prove to them that they are fighting and must fight the German ambition to seize territories or enslave peoples. The war has come down to the naked question of greed against self-defense. And in such a combat I believe the French will fight again as they fought at the Marne and at Verdun, the British as they fought at First Ypres.

We are, it seems to me, bound to have one more great military crisis, as great as that of the Marne, perhaps, although the Germans will have no such odds in their

favor in the spring as they had in the autumn of 1914. But if the Allied lines hold, if the Allied peoples behind the lines stand firm, then it seems to me the last great campaign of the war will be over. I do not believe the German army or the German people have the strength or the spirit to make more than one further assault like the two of other years which were repulsed.

If Germany is defeated in her next attack we shall have a real German proposal for peace, a proposal based upon the peace map of 1914, not the war map of 1916 or 1917. It will not be satisfactory; it may not even be a basis for negotiation, although I believe it may be, but it will be a proposal honestly made; that is, it will be unlike the previous proposals which were made to disarm the enemy and deceive the German people, it will not demand conquered territory; it will not be accompanied by the familiar threats.

The Russian Revolution is having its effect in Germany. The modification of Allied purposes and the tone of Allied statesmen have had their effect. The ground is being undermined beneath the feet of the Fatherland Party and the Pan-Germans. Not to believe this is not to believe signs which are well-nigh unmistakable. Only a great German victory can silence the growing protest in Germany. Not even a great military victory might avail to silence the ever-expanding demand of the Austrian people for an end of a war, now become for them a mere sacrifice on the altar of German ambition.

It is very hard to describe the change which has taken place in the world in the last year, but no one can mistake that a great change has taken place. There has been a great clarifying of issues and of purposes. For certain things, which are essential, there has been a new and impressive declaration of intention to fight, on the part of the Allied publics. On the other hand, there has been a similar recognition that much that figured in the programs of 1914 and 1915 has become impossible, notwithstanding the desirability of not a little of it. We are all seeing things through the sobered vision which has resulted from nearly four years of war. Belgium, France, Serbia, the independence of little nations—these things stand as they stood before. The need of righting the wrongs done to Italy in 1866 and France in 1871 remains. The determination not to make peace with a victorious Germany, with a Germany claiming victory

and demanding its spoils is as strong to-day as on August 1, 1914, perhaps stronger; but now we see more clearly than then what is essential, what the irreducible minimum of just and permanent peace is.

VII. RUSSIA QUILTS

And now as I close this article on Friday, February 15, comes the announcement of the final act in the Russian drama. The Ukrainians, representing most of Southern Russia, have made a separate treaty of peace with the Central Powers, defining their frontiers, laying the foundations for friendly relations, hereafter, and preparing the way for the transport to Germany and Austria, at no far distant date, of their enormous reserves of foodstuffs. Some time before midsummer the food question of the Central Powers will thus be solved.

At the same time, the Bolsheviks, the Trotsky-Lenine group, which controls the northern half of Russia, have thrown up their hands and, without actually agreeing to German terms, have abandoned the war and ordered the demobilization of that incoherent mob which is now the sole relic of the armies which won Lemberg and reached the Hungarian slopes of the Carpathians three years ago. Russia formally, as she has been in fact for nearly eight months, is now out of the war, and it is quite plain that within a brief time Rumania, caught between the Ukrainian and Austro-Bulgar forces, must likewise surrender. In a word the war in the East is over.

Now, in the brief space remaining to me for this month, I shall not attempt to discuss at length the meaning of this momentous eastern settlement, the greatest in European history, so far as territories and populations are concerned, since the Congress of Vienna, at the least, but there are certain fundamental propositions which I mean to sketch. As to the military aspect, there is little to be said. The situation is not largely changed by the new events, because Russian military strength has long vanished and the Germans have been able to move to the West nearly all the troops they can spare, for they must still garrison those eastern territories which they have occupied against Bolshevik domestic revolutions.

As to Russia herself, the problem is too great even to be sketched. Russia has collapsed into anarchy and into a welter of independent and semi-independent regions.

We may be witnessing the final breakup of the Muscovite Empire, recently become a Republic in name, at least. We may be seeing the first steps in the demoralization of 180,000,000 people, which will result in the creation in Europe of another China, inert and helpless itself, and a prey to the ambitions of its neighbors.

But at the moment the interesting detail is the revelation of German purpose. Germany means to create under her protection in the East a series of states, representing the various races of Russia. Of these states Finland is the best defined and has the clearest case. Unmistakably, Germany will recognize the Finland which has definite historical limits and a clear title to independence. But south of Finland, across the Gulf, there is to be erected a state wholly dependent upon Germany, lacking all natural frontiers or race consciousness. This is to be made up of the Baltic provinces and Lithuania, the hinterland of Riga, and in it some 250,000 Germans, supported by German bayonets, are to rule.

South of this Baltic state is to be erected a semblance of a free Poland, including, at the least, all of Russian Poland save Suwalki and the Cholm district along the Bug, which is to be assigned to Ukrainia. To this are possibly to be added the Polish districts of Austria, the whole of the new state to be placed under some sort of Austrian control. But none of the 4,000,000 Poles in German territory are to be permitted to share in the regeneration of their race.

Finally this new Ukrainia, with nearly 250,000 square miles and 30,000,000 of people—an area as great as Austria-Hungary, a population three-quarters as great as France—is to occupy all the lands along the Black Sea to the eastern end of the Crimean peninsula, with Odessa and Sebastopol, and to extend to the lands of the Don Cossacks along the river of the same name. To the north it is to be bounded by the famous Pripet marshes and westward its frontiers are to march with the new Poland and with the old Austrian province of Galicia.

If Rumania makes peace now, she is to be paid off by being permitted to annex the Russian government of Bessarabia, with 20,000 square miles and 2,000,000 people, but she is also to be penalized by being compelled to cede to Bulgaria the whole of the Dobrudja, including the city of Constanza, thus surrendering her one con-

siderable seaport and all her territory south and east of the Danube. By this step the Central Powers will gain control of the mouths of the Danube and of one bank all the way from the Iron Gates.

In sum, Russia is to lose above 50,000,000 of people—more than a third of her European population. She is to surrender an area almost as large as the combined area of all the states making up the Central Alliance in Europe. On their eastern frontiers the Germans and the Austrians are to erect at least four states—Finland, Poland, the Baltic Provinces and Ukrانيا—two of which, Finland and Ukrانيا, will certainly be friendly to Austria and Germany, while the other two will be held in complete subjection by Austrian and German garrisons. In addition, Rumania is to be put under the Austro-German control, dominated both by Austria and by the new Ukrانيا.

Such is the grandiose German plan, which aims at abolishing the age-long Slav menace on the East and making the Germans and their Austrian allies the masters of the Slav seacoasts both on the Baltic and on the Black. It aims also at making Russia for the future both the political and the economic slave of the Germans. And it is clear

that in some fashion the lines which are now taking shape upon the map are likely to endure. There will be a Poland and a Ukrانيا; there will even more certainly be a Finland. Only the Baltic Provinces show a lack of racial and political unity—a lack which might give promise of future collapse.

In this situation the Western Allies can look forward only to one possible solution—to the prosecution of the war until the German and Austrian people in their turn grow so weary as to be prepared to surrender any claim to dominate these new states. If Poland, increased by Austrian, if not by German Polish populations, if Finland and Ukrانيا, and Rumania, as well, are permitted to follow their own destinies and construct national edifices of their own, then the western powers can rest content, so far as the East is concerned. But unless Germany consents to this, the safety of the world will be in jeopardy and Germany will have added a population of 50,000,000 to the number of those who would have to supply her cannon-fodder in the next war, which would not be long in coming.

At all events we are bound to recognize the agreement of Brest-Litovsk as one of the most significant in modern history.

ILLINOIS, THE NEW KEYSTONE OF THE UNION

BY THE HON. FRANK O. LOWDEN, GOVERNOR OF ILLINOIS

[We are indeed fortunate in this great national epoch to have for War Governors of our States a number of men of marked ability and proven leadership. One of the foremost is Governor Lowden of Illinois. At our request he sends this message to readers of the REVIEW, showing the great position Illinois has attained, and the place she holds to-day in our national efforts. The Governor's statement is a fitting preface to the articles that follow it, upon Chicago, the great metropolitan center with which Mr. Lowden has himself long been identified. The Governor is also an Illinois farmer. He was for many years a Republican member of Congress.—THE EDITOR.]

ILLINOIS is the keystone of the new United States, just as Pennsylvania was of the old. It binds the North to the South and the East to the West. Its chief city, Chicago, is the capital of the Middle West. The railroad transportation lines from the North, the East, the South, and the West center here. No railroad line, from whatever direction, runs through Chicago, but finds its terminal there. Chicago is in daily contact with practically one-half of the population of our country. It is but a night

away from Duluth to the North, from the Alleghany Mountains to the East, from Memphis to the South, and from Omaha to the West. Within this area, practically half of the food of the country is produced, and it is to the Middle West that the Allied armies must look for subsistence during the war. The railroad shipping facilities in Chicago are excellent. There are more than 100 freight yards and 300 freight-receiving stations in the city.

The terminals for water transportation



© Moffett, Chicago

GOVERNOR FRANK O. LOWDEN, OF ILLINOIS

are not so good. The water transportation on the Great Lakes grows in volume each year. The following table will show the importance of Chicago as a port in 1915:

Port	Entered Tonnage	Cleared Tonnage
Chicago	10,132,476	7,834,152
Galveston	1,562,000	1,958,000
New Orleans	3,064,000	3,093,000
New York	12,579,000	12,162,000
San Francisco	1,228,000	1,359,000

While Chicago has a water-front of ninety-six miles, its harbor facilities are entirely inadequate. Plans are under consideration for the construction of four outer harbors for the handling of passengers and freight, which would constitute one of the finest inland harbor systems in the world.

There is one great natural resource in transportation of which Chicago and Illinois have not yet made use. It is but little more than sixty miles from the Great Lakes system of waterways to the Mississippi system. The first white explorers of this section, almost two centuries and a half ago, pointed out that with this link improved there would

be a natural highway from the Great Lakes to the Mississippi and the Gulf of Mexico. Plans are now under way for a barge canal which shall connect these two great systems of waterways. When this is accomplished, Chicago, though a thousand miles from the seaboard, may easily become the first port in tonnage in the United States. It is second only to New York now.

Another great transportation need in Illinois is better roads. The structure of our soil is such that our roads become almost impassable after heavy rains. The transportation, therefore, of our farm products to the railroads is difficult, uncertain and expensive. When it is remembered that the farm products of Illinois are greater than those of any other State in the Union at the present time, it will be seen how important it is for Illinois to build a comprehensive system of hard roads. The last session of the General Assembly enacted a law by which the people, at the next election, will vote upon a proposition to issue sixty million dollars of bonds for this purpose, the principal and interest of such issue to be paid from the proceeds of automobile licenses.

Many of the things which Illinois is planning cannot, of course, be done until peace shall come. Just now Illinois, like the rest of the country, is concerned in its war problems. We are organizing a Boys' Working Reserve to take the places upon the farms made vacant by those who have gone to the front. Our limited experience last summer in this direction leads us to believe that we shall make a decided success of this. We probably cannot have the barge canal until the war is over. However, we began last summer to rehabilitate the old Illinois and Michigan Canal. That canal formerly connected the Great Lakes with the Mississippi, and once carried a large tonnage. It was permitted, however, sometime ago, to fall into disuse because it could not, in normal times, on account of its size, compete with the railroad. We hope to have the old canal sufficiently rehabilitated to carry a million tons of freight this summer.

We believe, however, that now is the time to prepare for the great work which shall follow the war. We are taught by the economists that we may expect a period of depression when the war shall end. We should be prepared in that event to begin public work in a comprehensive way in order that our workingmen, reinforced by our returning soldiers, may have employment.



© Detroit Publishing Co.

VIEW OF THE CHICAGO RIVER EAST FROM RUSH STREET BRIDGE

CHICAGO—NORTH AMERICA'S TRANSPORTATION CENTER

BY GEORGE C. SIKES

BROADLY speaking, all the railroad and inland water routes of North America lead to Chicago. The rail lines and inland water routes of the United States and Canada that do not form a part of the great transportation system of which the city at the foot of Lake Michigan is the focus are few in number and, comparatively speaking, are of small importance.

Chicago is the transportation center of the continent of North America. It is to-day and long has been the greatest railroad center in the world. It has been, and possesses the possibilities for again becoming, the greatest inland water transportation center in the world.

Chicago was destined by its location with reference to natural resources and to opportunities for transportation development to become the great city that it is.

The soil in the plain around it is wonderfully fertile. The world looks to Chicago for food supplies because grain and meat-producing animals are easily raised in abundance in its tributary area.

Originally the region of the Great Lakes, both in the United States and in Canada, was heavily wooded. Lake Michigan provided the natural water route for bringing the lumber to Chicago.

Central and Southern Illinois are underlaid with enormous deposits of easily accessible bituminous coal. The field spreads over into Indiana and Western Kentucky. Just as the enormous production in the area around it of grain and meat, combined with extraordinary transportation opportunities, made Chicago the greatest food-distributing center in the world, so the bringing together at this point of the cheap fuel of Illinois and Indiana and cheap lumber of excellent quality operated to make the city a great manufacturing center.

In this connection, another advantage of importance is that the expansion of the city is not limited by natural barriers. With good local transportation facilities, workers may spread out over a large area, thus tending to insure light and air for living quarters, and low rents. Chicago affords better op-

portunities than most large cities for the comfortable and economical living of its working population.

Iron and Steel Production

As the supply of lumber tributary to Chicago began to diminish, the age of iron and steel tended to supersede the age of wood, and iron ore in enormous quantities was discovered around the head of Lake Superior. The principal factors in the production of iron and steel are iron ore, coal, and limestone. These elements can be assembled in the Chicago district very cheaply. Eastern coal and coke can be brought in by lake vessels. Coal from the nearby fields of Illinois and Indiana requires only short rail hauls. Limestone is found in great abundance around Chicago. For the transportation of iron ore by water from the head of Lake Superior to lower lake ports special types of vessels have been developed, many of them over 600 feet in length and carrying loads of 13,000 tons or more each.

In 1916, the amount of iron ore moved from Lake Superior to lower lake ports through the Soo canals (both United States and Canadian) was 63,452,107 tons. Of this volume, 11,257,234 tons were shipped to the Chicago district—7,745,835 to South Chicago, 2,718,185 to Gary, and 793,214 to Indiana Harbor. The amount of iron ore going to the Chicago district is growing rapidly. The average freight rate on the iron ore moved by lake boats in 1916 was 57 cents a short ton, which has been figured out as amounting to .657 of a cent a ton-mile. A few years earlier, before the effect of the European war on lake freight rates had become operative, the rate for carrying iron ore on the Great Lakes had been as low as half a cent a ton-mile.

A Point Where Water Routes Focus

In addition to its abundant natural resources, Chicago is especially favored in the matter of transportation. No other inland city anywhere has such a strategic location. The Great Lakes can accommodate vessels of ocean-going dimensions. Connecting channels improved by the Government facilitate passage from one lake to another. The Erie Canal, opened in October, 1825, furnishes water connection by barge with the Hudson River and thus with the Atlantic Ocean. This canal, built by the State of New York, has contributed mightily in the past to the development of Chicago and the

entire area tributary to the Great Lakes. Of recent years it has been a factor of small importance. The opening of the enlarged Erie Canal—built to accommodate 2000-ton barges—promised for 1918, is expected to give a new impetus of importance to Central West development. Whatever affects the Central West is bound to be reflected in the great city at its center.

Through the Welland Canal, between Lakes Erie and Ontario, and through the system of locks and canals from the eastern end of Lake Ontario to deep water in the St. Lawrence, ships of limited size can pass between the Great Lakes and the Atlantic Ocean. The present lock dimensions permit the passage of boats 265 feet long and of about 44 feet beam, drawing 14 feet of water. Before the war the Canadian Government had begun the reconstruction and enlargement of the Welland Canal, the plans calling for locks 800 feet long and 80 feet wide, with a water depth of 30 feet. Work on this project was stopped last year on account of the war. Presumably the undertaking will be carried to completion soon after the cessation of hostilities in Europe. When it is, Chicago should be one of the chief beneficiaries of the improvement.

Chicago is not only advantageously situated with reference to water transportation on the Great Lakes, connected as they are with the Atlantic Ocean by two different water routes from Lake Erie; but it is the natural junction point between this system of lake and canal routes and the great inland water transportation system comprising the Mississippi River and its tributaries. In the past this strategic location of Chicago with reference to water transportation has been of decisive importance. At the present time, the significance is primarily potential. Actually, the waterway to the south has fallen into disuse, and even the lake-borne commerce of Chicago has failed to maintain its comparative importance. In 1917 especially, the Chicago district saw a decline in lake shipping outside of the heavy receipts of iron ore at South Chicago, Gary, and Indiana Harbor. Though Gary and Indiana Harbor are in Indiana, they are within what is known as the Chicago industrial district.

A Hub for Trunk-Line Railroads

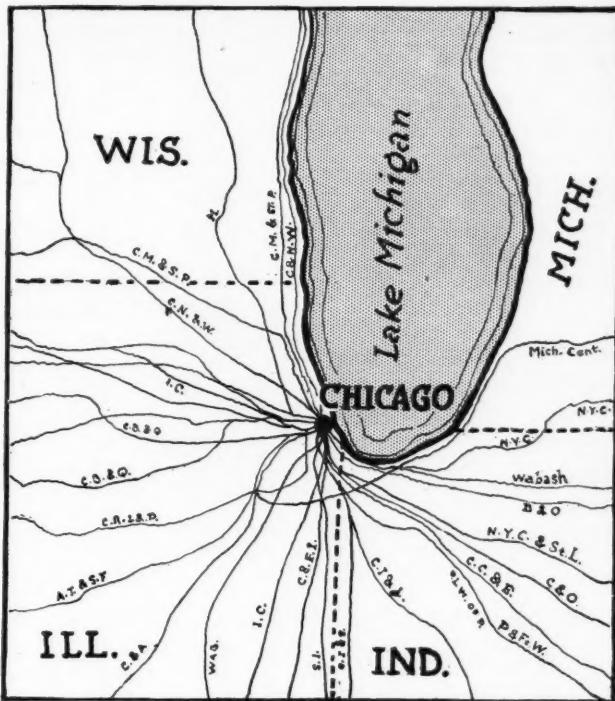
The Illinois and Michigan Canal, connecting Lake Michigan with the Illinois River at La Salle, was opened to traffic in

1848. The same year saw the first railroad in operation out of Chicago, the Galena & Chicago Union, the nucleus of the present Northwestern system. This line ran between Chicago and Galena, situated in the extreme northwestern part of Illinois. It is significant that the first railroad operated out of Chicago ran to the West. The Great Lakes and the Erie Canal furnished transportation facilities eastward.

One effect of the opening of the Illinois and Michigan Canal was to establish Chicago as the leading center of the grain trade—a supremacy it has long held. The canal was an important water highway for many years, and did much to make Chicago great. Through the Illinois River it established water connection with the Mississippi River and its tributaries.

Following the Galena & Chicago Union Railroad, which began operations in 1848, other railroads entered the field rapidly. During the twelve-year period from 1848 to 1860, ten of the present trunk-line systems centering in Chicago began operations, thus assuring the future of the city as a railroad center. Seven of the lines were from the West, and had their origin at different points in the Mississippi Valley. The other three were from the East. The eleven trunk lines running into Chicago in 1860 had a mileage in excess of 4700, and annual earnings in excess of \$13,000,000. The development in the three following decades—1860 to 1890—was very rapid. The population of Chicago, which was about 30,000 in 1850, and 110,000 in 1860, passed the million mark in 1900. It is about 2,500,000 at the present time. Most future estimates place the figure at five million for 1950.

After 1890, Chicago held or soon took rank second to New York in practically every line—population, bank clearings, number of manufacturing establishments, capital invested in manufactures, value of manufactured products, etc.—in which previously it had stood below Philadelphia and other



RAILROAD TRUNK LINES CONVERGING AT CHICAGO

cities. From 1850 to 1870 there was keen rivalry between Chicago and St. Louis. But about 1870 St. Louis dropped out of the race, leaving the supremacy to Chicago. St. Louis was located on the Mississippi River, from which boat traffic was beginning to disappear, while Chicago's lake and canal carriers were still active. What was perhaps more important, in days of flexible railroad rates, Chicago's water transportation opportunities forced better service and rates from the railroads than St. Louis could obtain.

Twenty-three Through Lines

The railroads built into Chicago from all points because it was an important center for traffic—made so in large part in first instance by water transportation. In seeking the natural traffic center, the railroads, of course, in turn greatly stimulated its growth. Railroads north and west of Chicago were obliged to seek Chicago as the nearest point at which traffic by land could be diverted east, inasmuch as Lake Michigan is interposed like a giant wall some 300 miles long against east and west traffic by rail. The easy grades of the great central plain have



THE PRESENT UNION STATION, TO BE REPLACED BY THE MAGNIFICENT NEW STRUCTURE PICTURED ON THE COVER OF THIS MAGAZINE

helped to promote railroad development in the area between the mountain ranges of the Atlantic and Pacific coasts.

At the present time the trunk-line railroad systems terminating in Chicago are twenty-three in number. In addition, there are roads that render switching service, such as the Belt lines, the Chicago Junction Railway, serving the stockyards, and the so-called industrial lines. The trunk-line systems join Chicago with both oceans and with the Gulf of Mexico. They have their connecting ramifications throughout Canada as well as the United States.

The mileage of steam railroad track in the Chicago district, which takes in considerably more territory than the city of Chicago, is in excess of 4500, or more than sufficient to extend across the country from the Atlantic to the Pacific. According to figures presented in the report of the Chicago Association of Commerce committee on smoke abatement, issued in 1915, the city passenger terminals at that time handled nearly 1400 passenger trains every twenty-four hours. Of course, the number has increased since then. The railroads in the Chicago switching district required for their operation 1700 different locomotives daily. They handled daily a sufficient number of freight cars to form a continuous line from Chicago to the Mississippi River, a distance of 250 miles. Contiguous to the railroads of Chicago, and having track connections with

them, were more than 1600 industries, the requirements of which are such as to necessitate the shifting of many thousands of cars to or from the plants each day. To the packing industry alone nearly 1000 cars, on the average, were delivered daily, to quote further from the Association of Commerce report of 1915.

Production of Food and War Supplies in the Chicago District

It is estimated that between 29,000,000 and 30,000,000 tons of coal were consumed in 1917 in the Chicago industrial district, which is considerably larger than the city of Chicago. The figures given for 1916 are 25,000,000 tons, as against a normal consumption before that time of about 22,000,000 tons. The number of cattle shipped in to the Chicago stockyards in 1917 was 3,209,427; of hogs, 7,168,852.

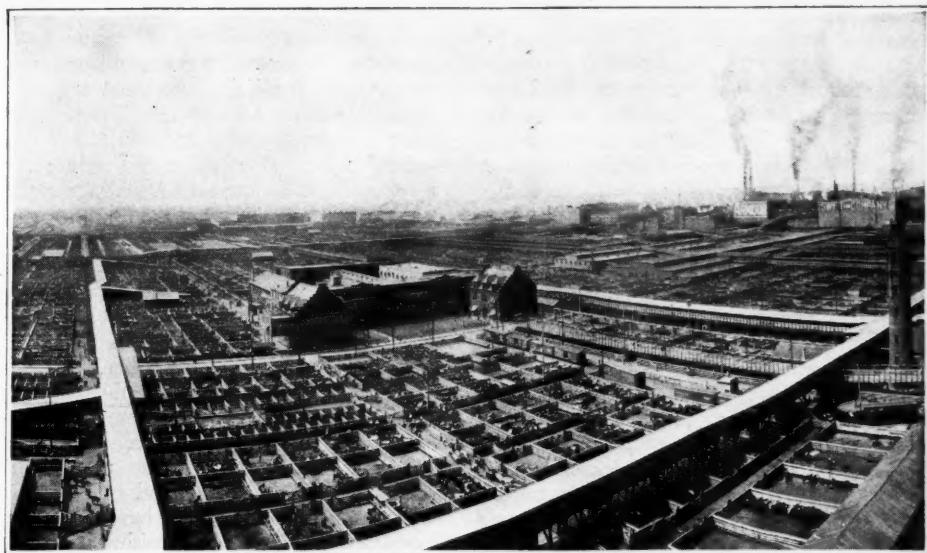
From the beginning of the war the world looked to Chicago for enormous quantities of food supplies. Contracts for munitions, however, at the outset were placed for the most part near the Atlantic seaboard. But it was not long before the necessity of invoking the aid in various lines of the productive capacity of the Chicago district was realized. At the present time war supplies are being manufactured on a large scale in the Chicago territory and new plants are being rapidly added to the service.

Prior to the recent snowstorms, the movement of trains in the Chicago territory was more expeditious than in the East. The great congestion of railroad traffic was near the



© Detroit Publishing Co.

STEAMER "ROOSEVELT" PASSING THROUGH THE STATE STREET BRIDGE



A WORLD CENTER OF FOOD PRODUCTION AND DISTRIBUTION—THE CHICAGO STOCK YARDS

seaboard. Mobilizing the railroads for war service, of course, has served to direct attention especially to the situation at Chicago.

Without the transportation system centering in Chicago that has been developed during the past seventy years, America could not function effectively as a participant in the war in Europe. It could not get supplies, especially food supplies and iron products, to the seaboard for shipment.

Coordination of Rail and Water Facilities

Such weaknesses as inhere in the situation are due primarily to conflicting competitive interests, arising from diversity of ownership. The great need is for coördination and unified management. It was to secure coördination, for the period of the war at least, that the United States Government took over the management of the railroads.

If the transportation agencies centering in Chicago are to function most effectively for the nation during the period of the war, provided it is to continue long; and if they are to serve the interests of the country and of Chicago best thereafter, they must cease to be the separate agencies they are now, and must be welded into a real system, upon the basis of substantial operating unity. There must be a revival and effective utilization of inland waterways. There must be full coördination of rail and water facilities, and elimination of the antagonism heretofore existing. Terminals must be rearranged

on the basis of simplicity and unity, and used in common, just as if there were single ownership.

The problems involved have long been the subject of thoughtful consideration in Chicago. They have received the study of citizen groups and of official bodies. The hope is expressed that war conditions may hasten the right solution of these problems.

Connecting Lakes and Gulf

The Illinois and Michigan Canal, which has done so much in the past to promote development of Chicago and the entire Middle West, has fallen into disuse. The Sanitary District Canal, built for sewage disposal and waterway purposes, is a channel over twenty feet deep and 160 feet wide at the narrowest stretches. It extends for thirty-two miles from a point on the Chicago River six miles from its mouth to Lockport, near Joliet. The Illinois River below La Salle has a minimum water depth of eight feet during the greater portion of the navigation season. The Illinois River joins the Mississippi above St. Louis, thus giving connection with that river and its tributaries.

The much-needed reconstruction of the Illinois and Michigan Canal between Lockport and La Salle, a distance of only about sixty-five miles, would join the Great Lakes at Chicago again with the thousands of miles of inland waterways comprised in the

Mississippi River system, which includes the Ohio and Missouri rivers. As long ago as 1908 the people of Illinois, on a referendum vote, authorized the issuance of bonds to the amount of \$20,000,000 for the execution of the project. It is estimated that a much smaller sum would be sufficient for the purpose. Yet nothing has been accomplished, though Governor Deneen and Governor Dunne both urged action.

Governor Lowden is now having water-way reports and recommendations prepared, however, that are expected to be made public before this article appears in print. The advisory board dealing with the subject, in conjunction with the State Department of Public Works, consists of three leading Chicago citizens, E. S. Conway, of the Kimball Piano Company; John T. Pirie, of Carson, Pirie, Scott & Co., and Joy Morton of the Morton Salt Company, and George T. Page, of Peoria, and Charles B. Fox, of East St. Louis. It is hoped that war conditions will lead the federal Government to manifest a more friendly interest in this project than some of its officials have shown in the past. If the canal, giving water connection as it will when completed between Lake Michigan and the Gulf of Mexico, were now in operation, it doubtless would prove of great value in these times of traffic congestion, especially as it would afford access to some of the coal fields of Illinois.

Decline of Lake Shipping

Not only have Chicago and Illinois unwisely permitted the practical abandonment for operative purposes of the old Illinois and Michigan Canal, while continuing it as a moribund political agency, but Chicago and the Central West have suffered the Great Lakes to go to waste to an important extent as a waterway. Except as a carrier of iron ore, this water highway is inadequately used. For this situation, the railroads that have desired in the past to suppress or to control water competition undoubtedly must bear much blame, though other factors enter.

The main purpose of the railroads was to prevent the development of package freight business in the hands of independent water carriers. To a lesser extent, they have sought to discourage the movement of grain, coal and other bulk commodities—except iron ore—by water. For a decade or more, railroad control of package freight business on the lakes as a whole has been practically absolute. Independent boat lines might

operate on Lake Michigan or on Lake Erie, or engage in the passenger carrying business as they pleased, but they could not compete for package freight traffic between Buffalo and western lake ports. The control of the railroads even extended indirectly to most of the canal boats operating on the Erie Canal. The control of the lake situation was effected mainly through control of dock facilities at Buffalo, and from the fact that the railroads operating between Buffalo and Atlantic seaboard points would not make through-route and joint-rate arrangements with independent boat lines, while they would make such arrangements with friendly boat lines. Having established control of the water carriers, there were advancements in rates—both canal-and-lake and rail-and-lake—until there was little economy to shippers in moving goods by water. The railroads did have first-class boats, however, and they furnished a service that was appreciated, even if only a very little cheaper than the all-rail rate.

Curtailment of Service

With the railroad control of the package freight situation on the Great Lakes absolute; with no independent boat lines in sight, though the laws had been modified with the view of assuring them fair treatment by rail carriers; and with the Erie Canal out of business on account of reconstruction; the Interstate Commerce Commission added another blow by the issuance of its famous order requiring the railroads to divest themselves of ownership of lake vessels. Most of the boats that were small enough to get through the Welland Canal were sold for ocean service. Some that were too long for the locks of the Welland Canal, but were passable in width, were cut in two, moved to Montreal in sections, and then put together again. The remaining craft were sold to a company organized for the purpose—the Great Lakes Transit Corporation—and were put in service in 1915 mainly between Buffalo and Duluth. Chicago suffered in consequence. No independent lines with new boats came into existence, and no one familiar with the situation expected they would do so in the near future.

The new corporation curtailed service and indirectly advanced carrying charges above what had been collected under railroad management. The principal effect, therefore, of the order of the Interstate Commerce Commission requiring the divorcement of

lake boats from railroad ownership was to drive boats from the lakes, curtail service, and to advance charges. When the railroads were rendering a useful boat service, it would have been better to leave the situation alone until such time as a constructive program could be worked out, probably following the opening of the Erie Canal.

To make matters worse, from the lake shipping point of view, the Government in 1917 commandeered for ocean service a number of lake boats, and is planning to take more in 1918. This diminution of lake service, of course, must operate to throw a still heavier burden on the railroads in moving goods between the Central West and the Atlantic seaboard.

The Government's need for shipping on the ocean doubtless justifies crippling lake service for the purpose. After the war, however, if not before, attention must be given to practicable methods for the restoration on an extensive scale of water commerce on the Great Lakes and the two connecting channels to the seaboard—the Erie Canal and the Welland-St. Lawrence route.

Fortunately, the war has brought a revival of ship-building on the lakes. Plants that have been idle or little used are turning out on Government contract all vessels possible for ocean service. After the war shall be over, presumably these plants can quickly supply the need for additional craft for service on inland waters.

The lakes will never be used again in full degree for anything but ore-carrying purposes, however, unless investors in boat lines can be satisfied of coöperation from the rail carriers, rather than hostility. Men of experience with inland waterway transportation are pessimistic as to the success of water ventures in the face of opposition from the railroads.

Defective Terminal Arrangements

Inefficiency of terminal facilities constitutes the main defect of the Chicago railroad situation. That inefficiency affects the transportation welfare of the entire country. It is hard to remedy because of deep-seated conditions growing out of the conflicting interests of diverse private ownership. I had supposed, like many others, that taking over of the railroads by the Government was to mean an end of these diverse interests, for the time being; that the Government was to treat the railroads, terminals and all, as one property. Inquiries among railroad men

in connection with the preparation of this article soon developed another point of view. The railroad properties should not be so thoroughly "scrambled" while in the possession of the Government, it was said, that they could not be "unscrambled" again. That is, the individual properties must be kept so separate that they can be returned to their owners intact when the war is over.

It is by no means certain that the Chicago terminal problem can be solved properly, even for the period of the war, on such a theory.

Each railroad has worked its way into Chicago as best it could, with an eye single to its own competitive interests or to those of a group with which it might be allied. The result is confusion and complexity, the criss-crossing of tracks, needless track mileage, and the utilization for railroad purposes of an undue amount of valuable city property. The downtown district of Chicago is fairly choked with encircling bands of property devoted to railroad uses in such a way as to interfere with other needed developments.

Congestion of Freight

Chicago is a terminal city. No trains—either passenger or freight—run through it. Passenger station facilities are antiquated. Public opinion desires readjustments of a more fundamental nature than the railroads with the individualistic notions of their owners have been willing to concede. While much has been done in recent years to improve freight-handling facilities, much more remains to be done. Chicago is said to be the grave-yard of freight cars. B. J. Arnold, the well-known engineer, in a report on terminal problems made for a citizens' committee in 1913, said: "From the best information I can gather, it takes an average of not less than ten days to get a car through the Chicago district, unloaded and reloaded, from the time it enters until the day it leaves for an outbound point." Coal men say the average rate of movement of a coal car through the congested Chicago switching district is about a mile a day. They claim it is not uncommon to require fourteen days for the movement of a coal car from the point where it enters the Chicago switching district to the side track of the consignee within that district.

For years railroad men have said the needs of the situation were met by belt lines for the interchange of cars among railroads.

However, twelve railroads were induced to coöperate in the utilization of joint clearing yards for the assembling, sorting and re-assembling of cars carrying full loads. This plan, put into operation in 1915, has done much to improve conditions. Efforts are now being made to induce the railroads to arrange for the handling of less than carload shipments in accordance with a plan of coöordination. At the present time large quantities of goods shipped through Chicago in less than carload lots are hauled through the congested streets of the city from one depot to another by team. Such arrangements are archaic and intolerable.

The war has operated to bring these unsatisfactory terminal conditions in Chicago under scrutiny. Before the Government took control, the railroads on their own initiative had created a joint committee to see what could be done to improve efficiency of terminal operations, and the committee has been continued under the McAdoo régime.

The Chicago public will watch with interest to see what light is thrown on the permanent solution of terminal problems. Many think there can be no satisfactory solution except by radical rearrangement of terminal facilities upon the basis of unity and simplicity. If the Government retains permanent control, such rearrangements would be looked for as a matter of course. If the roads are to go back to their private owners after the war, the solution might be a joint terminal project, to be operated as if the railroads were under common ownership.

One of the problems of the McAdoo administration of the railroads is to decide whether the terminal difficulties in Chicago can be dealt with satisfactorily even for temporary war purposes without scrambling the properties to such an extent that they cannot be unscrambled again for the purpose of returning the parts to their various owners.

CHICAGO

*Hog Butcher for the World,
Tool Maker, Stacker of Wheat,
Player with Railroads and the Nation's Freight Handler;
Stormy, husky, brashling,
City of the Big Shoulders:*

* * *

Come and show me another city with lifted head singing so proud to be alive and coarse and strong and cunning.

Flinging magnetic curses amid the toil of piling job on job, here is a tall bold slugger set vivid against the little soft cities;

Fierce as a dog with tongue lapping for action, cunning as a savage pitted against the wilderness;

*Bareheaded,
Shoveling,
Wrecking,
Planning,
Building, breaking, rebuilding,*

*Under the smoke, dust all over his mouth, laughing with white teeth,
Under the terrible burden of destiny laughing as a young man laughs,
Laughing even as an ignorant fighter laughs who has never lost a battle,
Bragging and laughing that under his wrist is the pulse, and under his ribs the heart of the people,*

Laughing!

Laughing the stormy, husky laughter of Youth, half-naked, sweating, proud to be Hog Butcher, Tool-Maker, Stacker of Wheat, Player with Railroads and Freight Handler to the Nation.

—From "Chicago Poems," by Carl Sandburg (New York: Henry Holt & Co., 1916).



CHICAGO'S IMPROVEMENT PLANS

BY ROBERT H. MOULTON



A FEW years ago the late James J. Hill predicted that when there were twenty million people in our Pacific Coast States, Chicago would be the largest city in America. Coming from the master empire builder, the railway king whose fortune and fame were built upon a known foresight so keen as to be the marvel of modern captains of industry, this prophecy is worthy of consideration.

Chicago's faith in its own destiny as the monarch municipality of America is being shown to the world by deeds so big and astounding as to capture and hold the attention of the country and of the world. No people of any other city in America have united so solidly in determination for civic accomplishment as have the people of Chicago. The city is on its way to civic and industrial eminence, and the spirit of that movement is stirring all Chicago's citizenship.

Realizing that huge growth and development are to continue unabated, the people of Chicago are getting ready. They are working to bring the highest degree of orderliness out of the chaos of three-quarters of a century of formless and planless growth. They are building up out of the scattered and disconnected portions of their own city a vast machine of civilization.

The work was started five years ago and the progress made, considering the tremen-

dous volume of the whole plan, is to be wondered at and applauded. Twenty-two separate and important features of the great plan are now in the workshops of the city, county, State or nation.

Fortunately, too, Chicago realizes the wisdom and economy in pushing needed municipal improvements to the utmost in spite of the war situation and all conditions affecting the city and its citizens as a result of the times. While sustaining national needs with the fullest measure of patriotic devotion, it believes that now more than ever before it is highly important to look ahead, to prepare for the future, to conserve and build up human life, and to economize by affecting public improvements of a character that will save the time, effort, money, health and happiness of the people.

Within three years after the close of the World's Fair of 1893, there was conceived the Chicago Plan—a scheme of civic improvement which had for its purpose the direction of the future growth of the city in an orderly, systematic way, and the solution of its problems of transportation, street congestion, and public health.

The plan frankly took into consideration the fact that the American city, and Chicago preëminently, is a center of industry and traffic. Therefore attention was given to the betterment of commercial facilities; to methods of transportation for persons and



© Kaufmann & Fabry Co., Chicago

A PORTION OF THE WATERFRONT OF CHICAGO, FROM LAKE MICHIGAN. THIS IS THE FAMOUS "MILE"

(At the left of the picture is the Blackstone Hotel, and adjoining are the Grant Park Building and the Barnet Congress Hotel and the Auditorium Hotel Annex. Across the street is the Auditorium Hotel, with the Fine McCormick Building, the low, wide building being the Stratford Hotel. The office building at the intersection low structure is the Art Institute, while immediately in back is the Peoples Gas Building, which houses the Western Monroe Building completing the block. Across the street is the University Club. Toward the right of the

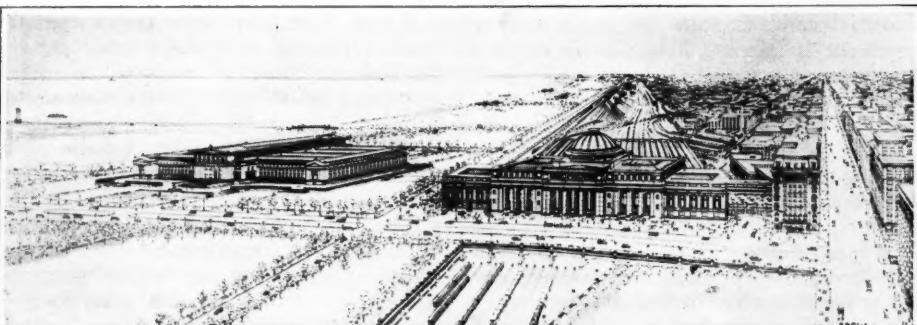
for goods; to removing the obstacles which prevent or obstruct circulation; and to the increase of convenience. It was realized, also, that good workmanship requires a large degree of comfort on the part of the workers in their homes and surroundings, and ample opportunity for the rest and recreation without which all work becomes drudgery. Then, too, the city had a dignity to maintain; and good order is essential to material advancement. Consequently, the plans provided for impressive groupings of public buildings, and reciprocal relations among such groups.

IMPROVEMENT OF THE WATER FRONT

The results of the World's Fair of 1893 were many and far-reaching. To the people of Chicago the dignity, beauty, and convenience of the transitory city on Jackson Park

seemed to call for improvement of the waterfront of the city. With this idea in mind, the South Park Commissioners, during the year following the Fair, proposed the improvement of the Lake Front from Jackson Park to Grant Park. This was the inception of the project for a park out in the lake, having a lagoon between it and the shore. It was the beginning of a general plan for the city.

The making of the plan was the important first step toward better things. Then came its promotion, its popularization with the people, for only by popular approval and support could the plan be made effective. Here the civic spirit of the men of the Commercial Club asserted itself. They spent \$200,000 in developing and bringing out the Plan of Chicago, then took it to the city hall and bestowed it as a free gift of the



THE NEW ILLINOIS CENTRAL RAILROAD STATION AS IT WILL APPEAR ON EAST TWELFTH STREET, WITH THE NEW FIELD MUSEUM ON THE LAKE FRONT AT ITS TERMINUS



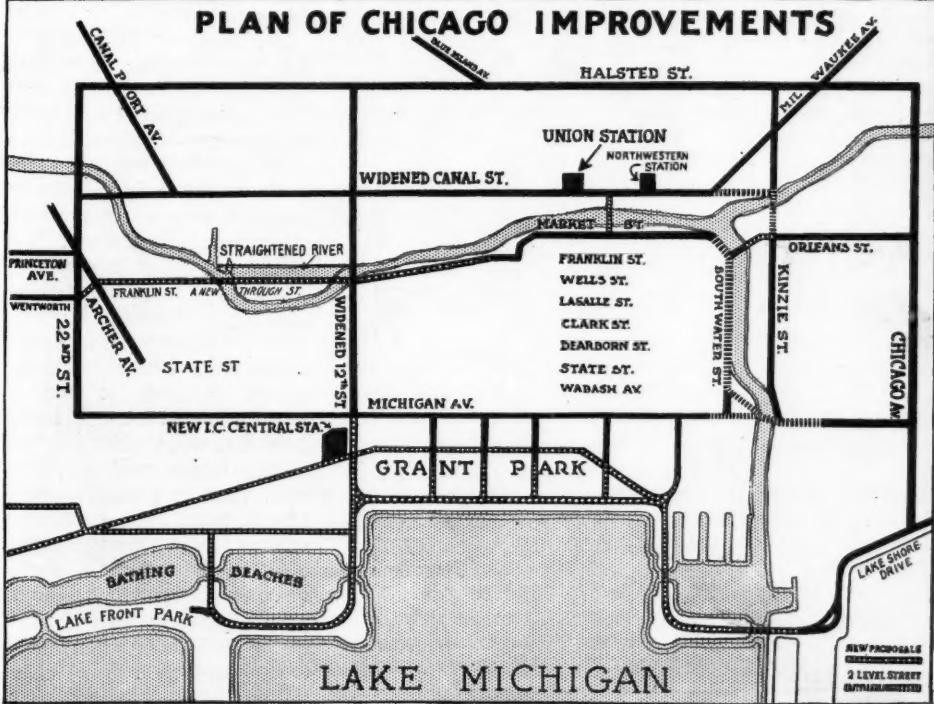
ALONG MICHIGAN BOULEVARD, WHICH IS TO BE EXTENDED AS A PART OF THE IMPROVEMENT PLAN
husel Arcade. The Harvester Building is the remaining structure on that block. The next block is occupied by Arts Building adjoining and the Chicago Club on the corner. The imposing structure on the fourth block is the of our illustration is the Railway Exchange, with Orchestra Hall adjoining and the Pullman Building next. The offices of the **REVIEW OF REVIEWS** Company. The Lake View Building is next, then the Illinois Athletic Club, and picture will be seen the Tower Building, with the Public Library at the extreme right, in the foreground)

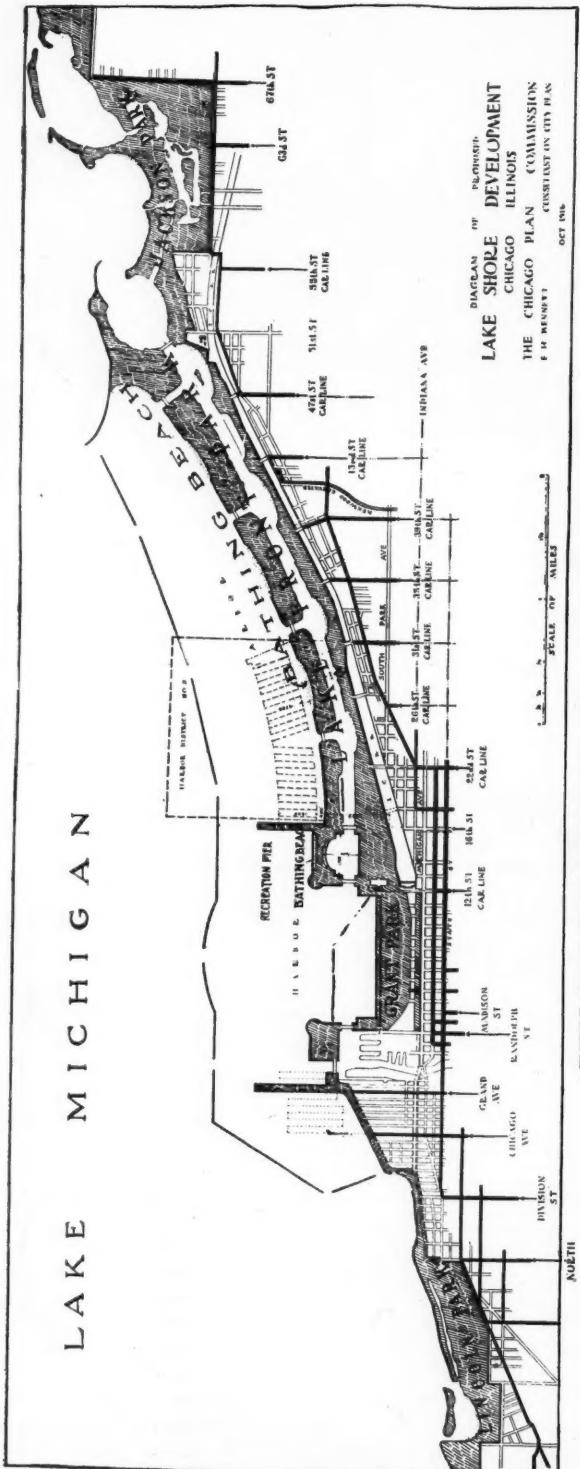
Commercial Club to the citizenship of Chicago.

The city officials, quick to see the potential value of the plan to Chicago, accepted it and created the Chicago Plan Commission of 328 members with the duty of studying and

promoting it. Under Charles H. Wacker, its permanent chairman, and Walter D. Moody, its managing director, that commission has been working for seven years. As a result of that labor, Chicago adopted the Plan of Chicago in principle; has actively

PLAN OF CHICAGO IMPROVEMENTS





entered three basic improvements of the plan, and is at the threshold of various projects of minor importance.

For the great work of the actual drafting of a practical plan for Chicago's growth, the city received, without any charge, the services of the late Daniel H Burnham, architect. The genius of this world-renowned man was contributed to Chicago's good, and that at a time when other great cities, busy at planning betterments, were bidding tens of thousands of dollars for the services Chicago was getting for nothing.

The heart of the Chicago Plan is the Lake Front park system, so long dreamed of, and which is now becoming a reality. The central idea of this system is a plan for parks in the lake, reaching from Jackson Park on the south to Wilmette on the north, a stretch of twenty miles of water-front parks. These are not to be boulevarded for vehicles, but will be real parks and playgrounds for all the people.

Beginning at Jackson Park, the plan provides first for a yacht harbor in a basin about three miles along shore and two miles across. This will result from the building of a half circle of little islands in the lake in a zone where the water is comparatively shallow. Then northward will sweep one large island or perhaps two islands, reaching to the main harbor at Twentieth street. This land is to be from 600 to 1000 feet across. Between it and the mainland will run a lagoon, 1400 feet wide. Both margins of this lagoon will be planted with trees and shrubs, so arranged as to leave openings of various sizes, thus providing vistas of the water and the life upon it, to be enjoyed by the people along the driveways or living in the homes that line the park stretches. These planta-



THE TYPE OF BRIDGE TO BE BUILT OVER THE LAGOONS OF THE PARK ALONG THE LAKE SHORE

tions will be carefully devised so as to display every form and color of foliage known to this climate. Colors of blossoms also will be used, not in little beds or as mere incidents, but in masses stretching broadly along the shores of the lagoons, and even upon the surface of the water itself, where aquatic plants of many varieties will be made to contribute their part in the general plan of intended loveliness.

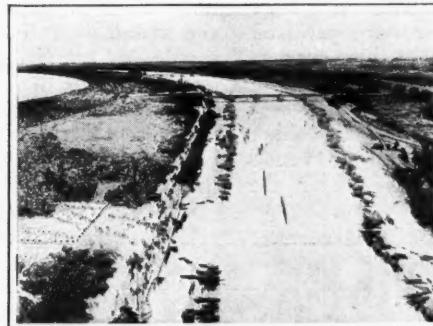
Protected from the waves of the open lake and sheltered from the wind by the city on one side and the park strips on the other, the lagoon will be a powerful attraction toward open-air athletics, both in summer and winter. It will provide a waterway, always calm and always safe, five miles long and nearly a thousand

feet wide, upon which can ply houseboats, launches, canoes, rowboats, and small sailboats, as well as craft for public use, such as are usual on the Thames, the Seine, and the canals of Venice. The waterway will be lined with restaurants and pleasure pavilions and with public bathhouses. Swimming beaches will also be constructed along the shores, which by careful designing can be made as picturesque as any inland river.

As a further development of this waterfront park scheme, there will be built a new strip of land immediately east of that

now occupied by the Illinois Central Railroad tracks and extending out into the water for a distance of about 300 feet, running the entire length from Jackson Park to connect with Grant Park at Twelfth Street, paralleling the lagoon and outer parkway strip.

This will give Chicago a most magnificent water front and will afford the people an opportunity to enjoy the alluring pleasures that only water sports and waterway parks can provide. In every other country excepting our own waterfronts of every description are reserved and beautified as intended by nature for the free and unlimited pleasure of all the people.



LOOKING SOUTH OVER THE PARK LAGOONS AS THEY WILL APPEAR

A SYSTEM OF ISLAND PARKS

The building of parks along the lake front of Chicago is dictated by considerations of health and enjoyment. The ease with which the work can be accomplished becomes apparent when one considers that the refuse of the city seeks a dump which cannot be found anywhere else than on the lake front. The waste material is now sufficient to create approximately 125 acres each year, so that in ten years, by using only the annual waste product, more than 1200 acres of park land can be secured for nothing. The value of this land, according to experts of the Chicago Real Estate Board, would be \$46,000,000.



CHICAGO'S GREAT

To this should be added the sum of \$3,000,000 which should be poured into the city treasury by private contractors who would pay for the right of dumping their material on city land.

Another splendid feature of the lake front parks is the construction of a great central harbor faced by Grant Park, which is adjacent to the lake and extends along the entire business front of the city. This great basin will lie in the hollow of curving parkland shores extending into the lake three-quarters of a mile and more than a mile in length. Two long sea walls, curving outward, with openings at the center and at either end, will permit easy passage of vessels and assure calm water always within the harbor.

At the extremity of the northern coast of this harbor will be great piers and stations, arranged in a circle, for use of the passenger-carrying vessels of the lakes. At the extremity of the southern coast of the harbor will be buildings for park purposes, overlooking the lake, crowning an island in the lake. Still further to the north and south of this harbor, and at a distance of three miles from each other, will be two parks, 500 feet wide and running out into the lake more than a mile, built as inland piers. These great piers, which are to be tipped with high lighthouses marking the entrance to Chicago's magnificent harbor, will serve as walls to break the force of all storms which assail the city from the lake.

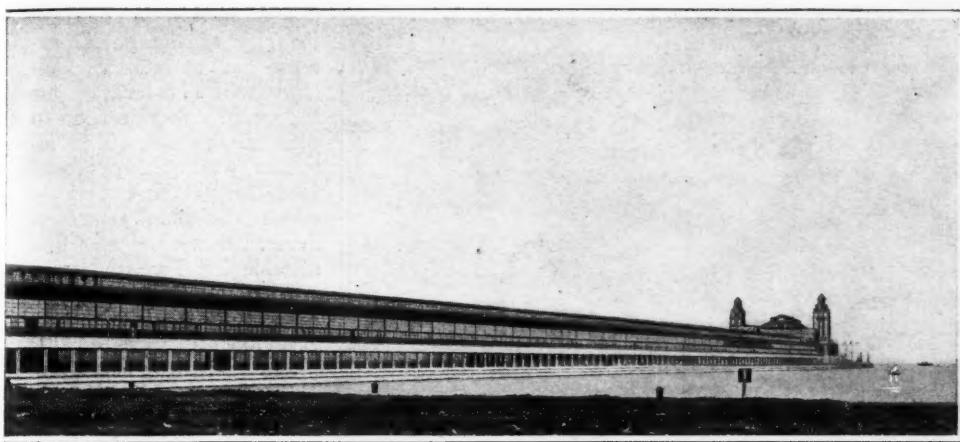
The treatment of the lake front north of Grant Park and extending to Wilmette, a distance of twenty miles, will be similar to that on the South Side, except that here the parkway will be somewhat narrower, and an additional element will be introduced in the form of a chain of outlying islands.

The plans for these great island parks call for bridges and connecting ways by which the people of the various divisions of the city may at all times easily reach the lake front parks, playgrounds, and the recreation and bathing beaches adjacent to them.



THE ILLINOIS CENTRAL STATION ON PARK ROW

(The new Passenger Terminal will be built at Twelfth Street and Indiana Avenue. These old buildings will be removed and their sites turned into a part of Grant Park)



MUNICIPAL PIER

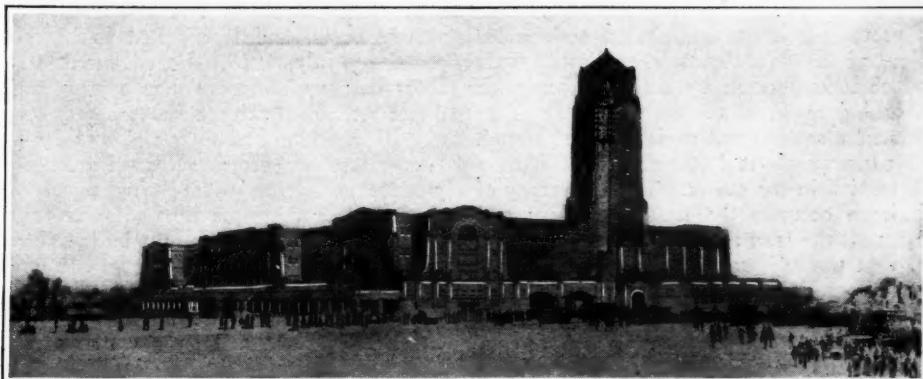
GRANT PARK AND ITS GROUPS OF
BUILDINGS

Chicago, unlike many American cities, has not drawn away from the water. The creation of Grant Park is of inestimable value. This park, which is one of the principal features of the lake front improvement plan, contains over 300 acres and was built up entirely of the city's waste in a few years. It very readily lends itself to the function of a spacious and attractive park.

The location at the southern extremity of Grant Park of the Field Museum of Natural History, which was made possible by gifts aggregating \$9,000,000 by the late Marshall Field and which is now rapidly nearing completion, was the first step in the development of this space as the intellectual center of Chicago. Near it will be grouped the new Crerar Library, an institution with an en-

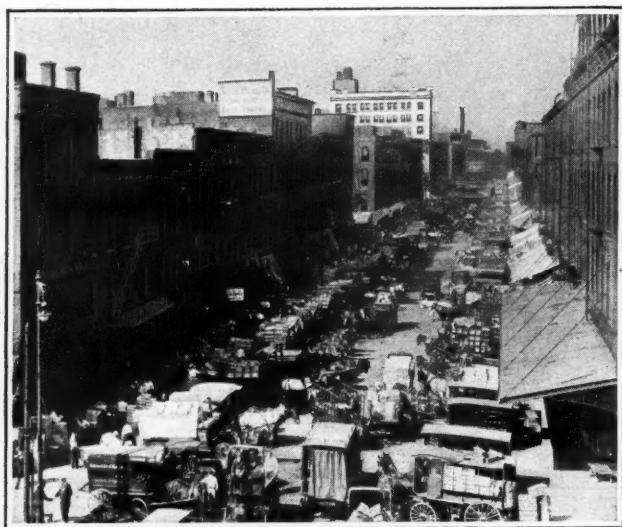
dowment of \$4,000,000 and intended for the use of the student of social, physical, natural and applied science, and the new structures for the Art Institute. The plans for the latter show a gallery of fine arts, together with a school of art, comprising lecture halls, exhibition rooms, ateliers, and general administration quarters. To complete this composition there will be open-air loggias and gardens, the whole group being akin to the great art museums and schools of Europe.

The assembling of three monumental groups so as to form one composition offers opportunity for treatment impressive and dignified in the highest degree. It is such opportunities which when properly utilized give to a city both charm and distinction, because of the satisfaction which the mind obtains in contemplating orderly architectural arrangements of great magnitude both in themselves



THE NEW PENNSYLVANIA FREIGHT TERMINAL

(This building, between Polk and Taylor Streets, Canal Street and the South Branch of the Chicago River, is now practically completed)



CROWDED SOUTH WATER STREET

(Said to be the busiest produce market in the world. All buildings on the right to be removed, making a clear roadway 110 feet wide)

and in relation to the city of which they thus become an integral part.

Another feature of the general scheme of Lake Front improvement is a stadium for both land and water events, of unrivaled size and great beauty. This stadium will have a seating capacity of more than 100,000, with a pit on land sufficiently large for the most elaborate athletic events, army tournaments, or other outdoor gatherings. Over the arena spectators will have an open view of the lake, an arrangement which will permit the use of the stadium for naval displays, boat races, and other water events.

ADORNMENT OF "THE MIDWAY"

One of the most distinctive signs of civic improvement is the adornment, now under way, of the Midway of the World's Fair which links Jackson Park on the lake with Washington Park to the west. It is at present a smooth and perfectly level stretch of parkway about 1,000 feet wide with a depression in the center. The University of Chicago occupies the north boundary and owns all the land along the south boundary, so that the Midway is in effect its campus and is peculiarly adapted for formal gardening, for architecture and sculpture.

STREET WIDENING

Negative elements among the citizenship of Chicago at first asserted that the Plan of Chicago was a "rich man's scheme," de-

signed merely to beautify the city at the public expense and to interlace Chicago with boulevards for the wealthy to ride upon in their automobiles. This assertion was quickly proved false, for the first work to which the plan promoters devoted themselves was that of widening Twelfth Street.

The Twelfth Street improvement is certainly no rich man's venture. Its prime value will be in providing a commodious heavy-traffic thoroughfare into the heart of Chicago's great West Side. Social importance is that it will open an adequate way for the huge population of the congested West Side districts to go easily and quickly to the

splendid lake front and recreation grounds. Financially, the effect of the new work will be to equalize and raise realty values all over a large district in a hitherto neglected part of the city. This great improvement is practically completed from Ashland Avenue to Michigan Avenue, a distance of approximately two miles. The transformation of the old 66-foot street into a magnificent 108-foot wide traffic-way is a splendid example of Twentieth Century city-planning.

One of the most important pieces of work, the widening and extension of Michigan Avenue from Randolph Street to Chicago Avenue, a distance of more than a mile and involving the destruction and removal of many business blocks and residences, will shortly begin, and is expected to be completed by July, 1919. Its advancement in court has required more than a year and a direct settlement with 8,700 property owners, all of whom had their rights under the law. Here is a project designed at once to produce an avenue as imposing as any on earth and at the same time to solve traffic and congestion problems in the business heart of the city. The street is to be on two levels for several blocks near the Chicago River, with heavy teaming passing east and west on the low level and light traffic moving north and south on the level above. The new Michigan Avenue will cross the river via a two-level bascule bridge, a structure unique among all the viaducts of the world.

To relieve still further the congestion on Michigan Avenue, and at the same time to make Chicago's water front of more than twenty miles continuous and unbroken, a plan for an outer driveway running without a lapse from Jackson Park to the northern boundaries of Lincoln Park, has been quietly under way for some time but was held up pending the settlement of the Michigan Avenue case in court. With this now out of the way steps are being taken to push to completion this outer drive. When finished, it will give Chicago one of the most magnificent water-front driveways in the world. All that is necessary to complete this driveway is to extend South Park Avenue across the Illinois Central tracks and over the new-made lake-front ground to the Field Museum. The Grant Park Street already exists. The next link to install is from Randolph Street north to the Municipal Pier. This is already finished down to the mouth of the Chicago River on the north side. One advantage of the plan is that to carry it out will involve no damages to or use of private property.

RECLAMATION OF A MARKET STREET

Another improvement of magnitude, and one which is necessary to complete Chicago's great central district, is the reclamation for all the people of South Water Street, now forming probably the world's greatest produce and commission market, and on which the congestion is so dense that through traffic is absolutely blocked. At present an economic waste, a burdensome charge on all the people, a drawback to the city's progress, and obstruction to its prosperity, and a physical misfit, this street, according to plans evolved by the experts of the Chicago Plan Commission, can be changed into a fine highway of tremendous economic value to Chicago, at a profit to the city treasury. It is estimated that the removal of the market to some other location will save the people of Chicago \$5,138,400 annually—\$2,620,800 on waste of foodstuffs; \$1,624,800 on cost of handling foodstuffs; \$563,000 saving on commercial interests; \$160,000 saving in time reduced by street traffic delays, and \$169,800 annual revenue to the city. It will be an effective distributor of traffic in the city's heart, reducing congestion there by doing away with 15,714 vehicle trips per day now required to serve the 6,500 retail grocers of the city.

NEW RAILROAD STATIONS

While straining its efforts to get these major works under way, the Chicago Plan Commission has been watchful of the future of Chicago in many minor ways. Its officers and directors were among the guiding spirits in the adjustment of the plans of Chicago's new \$65,000,000 union station, work on which is proceeding as rapidly as the scarcity of labor and material, due to the war and its consequences, will permit. Between this and the new Northwestern Railroad terminal, completed a few years ago at a cost of \$25,000,000, will be located the new West Side Post Office, which will be commensurate with Chicago's position as the central clearing point for the mail of the entire country.

PUBLIC PLAYGROUNDS

Three great elements make up the park plans of the future city under the Plan of Chicago: The improvement of the lake front, the extension of the park areas within the city, and the acquisition of wide areas of forest and stream outside of the corporate limits, but upon the borders of the city, to be held in their natural state as places where the city-worn worker and his family may rest and wander freely in holiday and vacation time. In carrying out this last plan more than 5000 acres have already been purchased and several thousand more are being negotiated for. Of the total possible acreage in Cook County of 35,000 acres, the Forest Preserve Commission has already recommended the purchase of 21,000 acres surrounding the outskirts of the city on all sides. The first of these great public playgrounds was thrown open to the public last summer.

To remodel Chicago, the world's fourth city, is no light task. It is a Titan's job. But for its accomplishment Chicago has a citizenship which has never shrunk from herculean efforts for the public weal.

Chicago's people, awake and alive to their opportunities, are preparing for Chicago's destiny. The "I Will" spirit is at work among them. It is calling upon a united citizenship to achieve for Chicago. And in no better way is that spirit manifesting its determined, unfaltering and triumphant character than in the hearty public support and rapid execution of the Plan of Chicago. Chicago's destiny is in safe hands.

THE COAL OPERATORS' CASE

BY J. D. A. MORROW

[Various reasons have been given for the present coal shortage, and there has been in some quarters a tendency to believe that the coal operators did not sufficiently increase production to meet the abnormal demands which might well have been anticipated. The accompanying statement, representing the views of the coal operators, has been prepared by Mr. Morrow—who now becomes a leading figure in solving the coal problem, through his appointment by the Fuel Administrator to take entire charge of the transportation and distribution of coal, anthracite and bituminous, from the mines to the consuming sections. Mr. Morrow was secretary of the National Coal Association, and previously he had been connected with the Federal Trade Commission.—THE EDITOR.]

THE coal shortage in this country is due to the fact that in the pressure to move freight the railroads have allowed coal to be crowded off the rails to a certain extent and—possibly unintentionally, but effectively—have discriminated against the industry.

Reports to the Interstate Commerce Commission by the railroads during the last seventeen years show that in times when there is neither a shortage of cars at the mines nor a shortage of coal in the country coal amounts to approximately 35 per cent. of the total freight originated by the railroads, with remarkable consistency. In short, that percentage indicates the necessary balance between coal production and its consumption as reflected in the movement of other freight arising largely, of course, from industrial activities. That proportion of coal in the freight originated by the railroads in the last year has been steadily declining until the industrial system of the country has been thrown out of balance.

In the fiscal year 1914, when there was neither a shortage of coal nor of coal cars, coal made up 35.09 per cent. of the freight originated on all roads. In 1915 it was 34.73 per cent.; in the fiscal year 1916, 33.61 per cent.; and in the calendar year 1916 it was 32.86 per cent.

It was at the end of 1916 that the shortage of coal began and that prices started to rise. As compared with the first half of 1915, the last six months of 1916 show that the tonnage of coal originated by the railroads increased 1.6 per cent., whereas all other kinds of freight increased 5.1 per cent.—or more than three times as fast.

Although the figures for 1917 are not available, it is certain that the balance against coal was still heavier in the year just ended than in 1916.

In consequence of this steady change in the proportion of transportation accorded coal,

we have seen the remarkable condition of 100,000 coal miners idle every day for weeks in midwinter. We have seen the loss of more than 20,000,000 tons of coal in eight weeks because of lack of railroad cars to load with coal. We have seen eighty miles of loaded coal cars standing for days at a time on one railroad, and seventy-five miles of such cars standing on another railroad. All this at a time when the country was clamoring for coal and the people were freezing in their houses for its lack, while vitally important war industries were closed down.

The present capacity of coal mines in this country has not been utilized on any single day in the last sixteen months. The mines are splendidly equipped, capably managed, and the operators are doing all that is humanly possible to meet the country's demand for coal. They can only bring it to the mouth of the mine. The railroads must carry it from that point to the consumer. If other freight is handled instead, the present condition is the inevitable result.

On June 9, 1917, the writer (representing the National Coal Association) addressed a letter to Fairfax Harrison, then chairman of the Railroads' War Board, in which relief was asked again from the car shortage at the coal mines. The writer said:

We are convinced that to an appreciable degree it [the car shortage] results because coal cars are being used to haul other commodities which for some reason unknown to us have received preferential treatment from the railroads. In our view, this misuse of coal-carrying equipment is unfair to mine operators and the public. . . . We wish hereby to record publicly the real cause for the present coal shortage and to fix definitely and unmistakably the responsibility for its continuance and for the serious results it may produce.

The cause of the trouble indicates the remedy, and I am glad to believe that the Director General of Railroads is already taking action to obtain that remedy.

FLOOD PROTECTION FOR THE MIAMI VALLEY

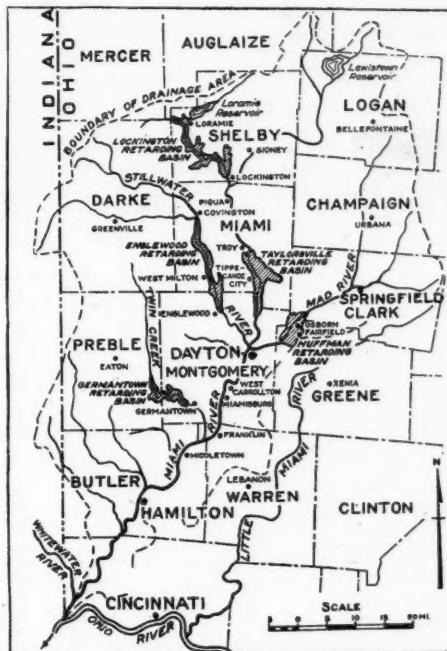
BY O. R. GEYER

WORKING on the theory that floods of the sort which swept down the historic Miami Valley in western Ohio five years ago are unnecessary evils which can be guarded against, the inhabitants of the prosperous valley have undertaken the work of flood-proofing the entire valley. The dry-reservoir plan, known to engineers for several hundred years, is to be worked out for the first time on a large scale, and within the next three or four years a battery of five great flood reservoirs stationed at strategic points along the valley will take up the task of warding off disasters similar to the one of March, 1913.

Miami Valley proposes to spend approximately \$20,000,000 in completing one of the most ambitious and thoroughgoing flood-protection projects ever launched in the United States. Shortly after the disastrous floods of five years ago the Miami Conservancy district was organized, under a State charter, and the preliminary work has now reached the stage where steam shovels and gangs of laborers will take up the work. Practically all of the tedious and exacting little legal details have been taken up and completed, and, barring unforeseen complications, the flood protection work will be actually under way sometime during 1918. By 1921, or 1922 at the latest, it is estimated by engineers, the last reservoir will have been completed and the valley which has been terrorized by frequent floods will be freed of dangers from that source for all time to come.

DRY RESERVOIRS

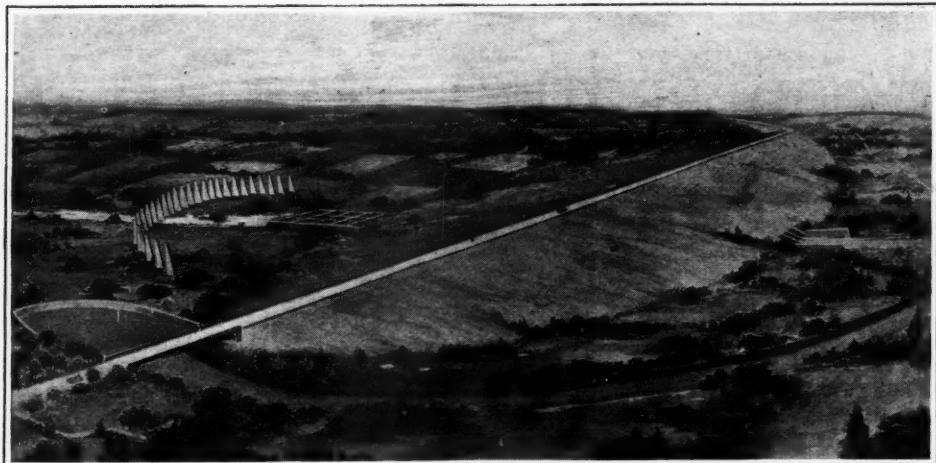
The fruits of four years of study and investigation by some of the country's best-known flood experts are to be found in the plan recommended for flood-prevention work in the valley. The plan is simplicity itself, as five great retarding basins or dry reservoirs to be built at advantageous locations along the valley will act as a positive and never-failing check upon all floods, even though they exceed the one of 1913 by 50



MAP OF THE MIAMI RIVER DRAINAGE AREA SHOWING THE LOCATION OF THE PROPOSED RETARDING BASINS

per cent. These reservoirs will be supplemented with channel improvements to be made within the territory of each city, for the purpose of permitting the passage of a larger body of water down-stream at a greater speed than formerly. The flood reservoirs will do the rest.

The five great reservoirs will be built astride the valley, and will have permanent openings at the base of each dam to permit the unimpeded passage of the maximum capacity of the river channel during flood times. When floods come and the river channel is completely filled with flood waters rushing down-stream, the dam stretching across the valley will automatically cut off the flow of the surplus water and hold it back temporarily in the basins above the dam. As rapidly as the river channel can accommodate



PROPOSED DAM FOR MIAMI CONSERVANCY DISTRICT—NORMAL STAGE OF RIVER (ENGINEERS' DRAWING)

the flow of these stored-up waters they will be released through the opening at the base of the dam, but at no time will these conduits release more water than can be carried safely through the improved channels running through the cities below. Under this process the run-off of a flood of the proportions of the one of four years ago, which would ordinarily last for two or three days, will be distributed over a period of two weeks.

The five great reservoirs will have a capacity at the spillway level of approximately 900,000 acre-feet of water (an acre-foot being the amount of water required to cover an acre one foot deep), which is about 60 per cent. of the rainfall which passed down the valley in the form of flood waters during the period from March 24 to March 28, 1913. There will never be any necessity, however, for storing up greater than 40 per cent. of the flood waters as long as the conduits, or river channels passing through the reservoirs, remain open.

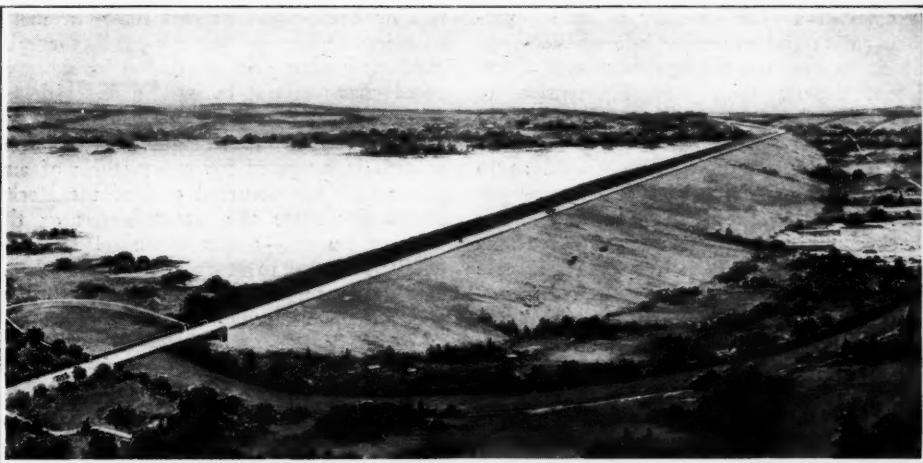
During the days when the flood is just beginning or when it is receding, the channels can carry off the waters rapidly enough to prevent their being caught by the dam and stored in the reservoir. As a result the entire storage capacity of the basin will be available for the retention of the peak load of the flood which can scarcely be accommodated in the river channel without inundating a vast acreage of land. On the basis of calculations made during the time of the flood of 1913, it would be necessary for the reservoirs to retard scarcely 40 per cent. of the total flood waters in order to eliminate

flood danger. Owing to the height of the dams and the capacity of the reservoirs, a flood much larger than the one five years ago could be handled without the slightest danger of another disaster such as that which swept Dayton and kindred cities during the terrible days of March, 1913.

The retarded flow of water down-stream, under this system, will be half as great as the unimpeded flow in 1913. When improved and straightened, the channel within the city limits of Dayton will have a maximum capacity of about one-half of the flow of water that passed through the city during the great flood. At Hamilton, further down-stream, the channel will be straightened and deepened to permit the passage of more than half the maximum flow of March, 1913, without flooding the city. The other 50 per cent. of the flood waters will be caught and stored within the reservoirs until such a time as the channel can carry them off.

THE PROTECTION OF DAYTON

The destinies of the city of Dayton will be guarded by four great basins, one located at Lockington, near the northern boundary of the drainage area of the Miami Valley, another at Englewood, another at Taylorsville, and the fourth at Huffman. The fifth basin will be located at Germantown, about one-fourth of the way down-stream below Dayton. The Englewood basin, the largest of the five, will collect the flood waters of the Stillwater River, which empties into the Miami at Dayton. This dam will be 120 feet above the valley and will cost about \$2,000,000. The Huffman dam, the lowest



PROPOSED DAM FOR MIAMI CONSERVANCY DISTRICT—FLOOD STAGE OF RIVER (ENGINEERS' DRAWING)

of the five, will have a maximum height of sixty-five feet and will cost about \$1,300,000. The cost of the other dams will range from \$650,000, in the case of the Lockington reservoir, to \$1,500,000 for the Taylorsville basin.

The estimated cost of building these reservoirs is slightly more than \$6,000,000. Local flood-protection work, such as the straightening of channels, deepening of channels, building levees and making other improvements, will cost approximately \$4,000,000. Damages to property, public-service re-locations, real-estate purchases and easements, general expenses and other items will bring the total cost to something more than \$20,000,000, which is about one-fourth of the actual property damage caused by the flood of 1913. For the construction of these dams about 9,000,000 cubic feet of dirt must be moved, and nearly 200,000 cubic yards of concrete will be required to strengthen the earth works.

ADVANTAGES OF THE "MIAMI PLAN"

This system of flood-protection, which has been given the name of the Miami plan, is unique inasmuch as it provides for complete and not partial protection against floods. The topography of the land in the valley, which is about 163 miles in length and has a drainage area of 4000 square miles, is well adapted to the reservoir system of control. The land is undulating and the hills and valleys are of such character that it becomes an easy matter, from an engineering point of view, to construct a flood-protection system which shall stand for ages.

Miami Valley's flood-prevention work is being built for all ages and to withstand any possible flood which may sweep down the valley in future years. In the belief of engineers who have canvassed conditions thoroughly in the valley, there is no danger that there will ever be a flood great enough to undo the work now being done; in fact, it has been ascertained that the reservoirs to be built will check and withhold the waters of a flood at least 40 per cent. greater than the one of 1913 without reaching the maximum capacity of the great basins.

HOW IT WAS DEVELOPED

The mud had scarcely been removed from the streets of Dayton in April, 1913, before plans were laid for flood-prevention work on a new scale. Owing to the fact that State statutes provided no machinery with which to carry on the work, it was necessary to take up this matter with the State legislature, which passed the Ohio Conservancy law at its first session following the flood. Confronted with the possibility of giving up the site it occupied or providing an adequate bulwark against future floods, the citizens of Dayton and sister cities elected the latter course. The first step, after the passage of the conservancy law, was the selection of engineers experienced in flood-prevention work to make a thorough canvass of the drainage area of the entire valley and recommend the best course to be followed in flood-proofing the valley.

Arthur E. Morgan, one of the country's foremost engineers, spent many weeks in the

field, with a staff of sixty assistants, preparing data and collecting information upon which to base his recommendations. Competent experts gave careful attention to everything that could in any possible manner affect the flood-prevention work, and to the last figure information was obtained as to the amount of water that fell during the fateful days of the 1913 flood, the length of time it required to pass a point, the area which would have been overflowed in case the peak of the flood had been stored in reservoirs, and many other matters which had to be given consideration.

The engineering corps, through Mr. Morgan, returned a report favoring the dry-reservoir plan, and cited a mountainous mass of material in support of their recommendations. Even then the flood-prevention committees were not satisfied, and other engineers were called in to go over the same ground and report upon the advisability of following the dry-reservoir plan. This board of consulting engineers, composed of the foremost authorities in the world on flood and reclamation matters, not only concurred in the report of Mr. Morgan but was even more positive that the dry-reservoir plan was the only logical and safe method of warding off other floods.

The report of the special board of consulting engineers held that floods as great as the one of 1913, or even greater, were liable to occur at any time and that any flood-protection work undertaken should be built to withstand a flood at least 20 per cent. greater than the one of 1913. It was further suggested that it was impracticable to provide anything like adequate or permanent flood-protection by enlarging, deepening, or straightening the Miami channel. The board suggested the erection of dams capable not only of providing economical and satisfactory flood-protection, but that they should be massive enough to justify the greatest confidence in the protection they offered.

The engineering work, which has been underway for two years, has been conducted under the following heads: surveys, investigations, construction plans and appraisal data. Some of the things which have been undertaken in recent months make this one of the most important engineering works ever undertaken in connection with flood-control work. Property-line surveys have been made of every property; a topographical survey made of 240 square miles of drainage area, including contours of five

feet or over; local surveys made in many counties; re-location surveys made for railroads and electric lines affected by the proposed changes; test borings made to determine foundation conditions; geological formations studied at reservoir-sites; rainfall records investigated for every storm of any size which has occurred east of the Rocky Mountains since the establishment of the weather bureau—and a thousand and one details attended to in order that every legal and engineering safeguard might be thrown about the work remaining to be done.

FINANCING THE WORK

There are many unusual features in connection with the flood-control work planned in the Miami Valley. The manner in which the project is to be financed and carried out is unique in itself. In the first place, public-spirited men have agreed to do the vast amount of construction work without profit to themselves, for all are vitally concerned in the success of the plan. The money will be expended in the home communities and for local labor. The farmer whose land may be required for reservoir purposes during flood time agrees to rent his land for such purposes at a reasonable cost. During normal times he will have the control and use of his land for any purpose he may desire. Land required for the building of dams and the making of necessary changes will be purchased outright by the district.

The money for the improvement will be obtained through bond issues, which will be scattered over a long period of years. They will be paid, with interest, by the persons whose property is directly benefited by the flood-prevention work and not, as is the usual custom, by saddling the expense upon those directly and indirectly benefited without proper justification. Property-owners located within what is known as the conservancy district will not be assessed for the improvement unless it is shown that their property is directly improved. The assessments are to be levied upon the increased value to be given property by the flood-prevention work in the same proportion as the cost of the improvement is of the total enhanced value. Thus, if it is found that the work will cost \$20,000,000 and that the property affected will be given an added value of \$100,000,000, each property-owner affected will pay one-fifth of the appraisement benefits for his property.

FARMERS GUARANTEED AGAINST LOSS

During the flood of 1913 more than 100,000 acres of rich farming land were inundated by the waters of the Miami. The projected reservoirs will reduce the amount of land which will be flooded in case of a flood half as great again as the one of 1913 to one-third of the acreage covered by water five years ago. There will be no swift, hungry currents to cut into the soil or to deposit materials which would tend to damage the fertility of the soil. Instead, as the water is stored gradually within the confines of the basins, it will deposit the load of silt, enriching the land instead of stripping it of black earth. The owners of land included in the reservoir systems will be paid a good rental price in advance as a perpetual flood easement, and will not suffer one penny's loss as the result of floods.

EFFICIENCY OF DAMS AND TUNNELS

The dams will be built to resist floods many times stronger than the great floods which have swept down the valley in former years. The Taylorsville dam will be seventy feet high from its extreme depth to the roadway on top, and will be 580 feet thick at the base and twenty feet wide at the top. Reinforced concrete outlet tunnels at the base of the dam will discharge the water up to the normal capacity of the channel. No delicate or intricate machinery will be maintained in connection with these tunnels. They will be so designed as to allow the normal flow of the river to pass through unchecked, but the moment a greater volume of

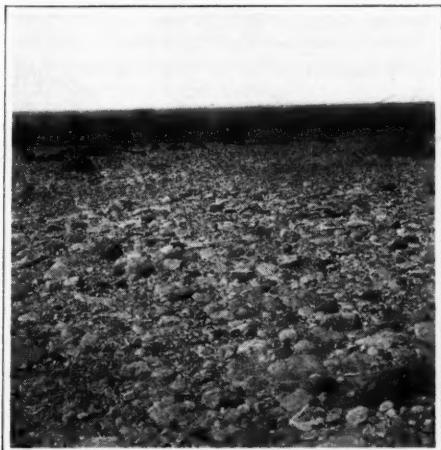


HOUSES REDUCED TO KINDLING WOOD BY THE GREAT DAYTON FLOOD OF 1913

water than the channel can safely carry sweeps down from above, the peak of the flood waters is caught and allowed to collect within the flood basin. The discharge of the outlets will be sufficient to keep the river running bank-full until it resumes its normal condition. The high-water level for the Taylorsville dam will be fifty-five feet, or fifteen feet lower than the top of the dam. Even should another flood of the proportions of the one of 1913 visit the Miami Valley, the level of the surplus waters collected in this reservoir would be many feet below the high-water level.

RESERVOIR SYSTEM VERSUS CHANNEL IMPROVEMENT

The reservoirs will control practically five-sevenths of the drainage area of the entire valley, and will be so placed that there will never be any danger of back water reaching up-stream to the city above, or retarding the flow of the water through the river channel as it passes through the cities. Thus the city of Troy, immediately above the Taylorsville dam, will be freed of all menace from back water. An illustration of the worth of the dry-reservoir system is found in the fact that it will reduce the flow of water down-stream to one-fifth of the maximum flow during the last flood. In 1913 the flood passed through Piqua and Troy at the rate of 100,000 cubic feet per second; under the new system the rate of



DEVASTATION CAUSED BY OHIO FLOODS—THIS WAS ONCE FERTILE FARMING LAND

flow will be reduced to 20,000 cubic feet per second.

Even though the flood-prevention plan proposed were not to provide permanent protection against all manner of floods, it would be much cheaper and much more effective than any general attempt to improve the river channel. In Butler County alone, engineers estimated, after a preliminary survey, channel improvements would cost \$17,000,000, and would not be of a permanent character.

The reservoir plan, among other things, provides adequate and permanent protection within the shortest possible time. It will make possible the obtainment of State or federal aid, should any such assistance be necessary. Railroads and cities will be put to no great expense with regard to relocating bridges, as few changes of this character will be necessary. Channel improvements would only serve to increase the fury of the flood as it swept down upon each succeeding city, according to engineers. Improvements at Troy and Piqua would rush the flood waters upon Dayton in much larger quantities and the Dayton improvements would, in turn, add to the peril of the cities below.

Dayton has been in the path of ten great floods since it was settled more than 100 years ago. The greatest of these floods was the one of 1913. Engineers who made an exhaustive study of rainfall statistics, topo-

graphical conditions, and other elements entering into the consideration of flood-prevention work, declared at the conclusion of their survey that Dayton might, at any time, be visited by another such disaster, which was caused, as everyone remembers, by the enormous fall of water upon a land already water-soaked. This report urged that no system be considered unless it provided means of warding off the dangers of floods at least one-fifth larger than the one of 1913. The Miami Valley Conservancy District has gone beyond this safety mark, and will erect barriers against floods at least 50 per cent. greater. However, it is estimated that barriers of the sort to be erected within the next few years will check floods several times greater than the one of 1913.

No force of waters will ever be great enough to tear down the huge dams which will be erected across the valley at frequent intervals. The width of the base of the dam at Englewood will be as long as a freight train of thirteen cars and engine. The slope of its sides will be so gradual that a team of horses may be driven up the side of the dam at any point.

Engineers have guaranteed this form of protection as the best and most durable which could possibly be erected. Dayton and its sister cities will shortly be freed from the constant fear of the return of other disasters of the sort which threaten their very existence.



© American Press Association, N. Y.
RESCUEES TAKING A DOCTOR TO SUFFERERS IN THE 1913 FLOOD AT HAMILTON, OHIO

OHIO'S 1918 FARM DRIVE

BY HON. JAMES M. COX, GOVERNOR OF OHIO

[Governor Cox is always inspiriting and energetic. In response to our request, he tells us herewith of the undaunted efforts the splendid commonwealth of Ohio is making, with care and system, to face difficulties and make 1918 a record year for farm production. Five years ago Governor Cox wrote for this magazine a notable article on "Ohio After the Floods." We are able to present elsewhere in this number of the REVIEW an article showing the excellent engineering and financial plan now fully adopted, by means of which the Miami valley is in future to be protected. Governor Cox himself lives at Dayton, the foremost town of that valley, and is the proprietor of the Dayton *News*, which is so constantly quoted in our cartoon department. Besides former terms as Governor, he has represented his district as a Democrat in the halls of Congress.—THE EDITOR.]



© Baker Art Gallery, Columbus

GOVERNOR COX OF OHIO

ALTHOUGH serious inroads have been made in the ranks of agriculture by the operation of the selective service act, and notwithstanding the fact that other conditions are not at par, it is believed that agricultural production in Ohio this year will be considerably increased over normal, because of organization of State resources.

Committees of the Ohio branch, Council of National Defense, have established employment agencies throughout the State. These agencies are giving particular care to the mobilization of labor, not only for industries, but for agriculture as well. They have been directed to give especial attention this year to the need on the farm.

County food and crop commissioners, appointed in every county of the State, last year

gave good account of themselves. Their work for the future is being intensified. The plan has been found most satisfactory in that it has aroused public opinion to the need of acreage and production. The first year's experience was that there was more production last year than during any year in the history of the State. Our hope is to extend operations this year.

It is found at this time that considerable inroad by military needs has been made on farm labor, and that incidentally the operation of the draft has taken farm labor to supply vacancies in general industrial ranks. In seeking to maintain production on a par with last year, if not as well to increase it, we find it is necessary to add to agricultural energy by means of labor-saving devices.

To consider the problem, a meeting of manufacturers and business men was held at the executive offices early in January. Guarantees were procured from tractor manufacturers that the State would be provided with an ample number of machines to meet all requirements not later than April 1. Accordingly a school for tractor operators, conducted by twenty-seven manufacturers of farm tractors, was arranged to be opened at the State Fair Grounds, Columbus, February 11, to continue one week.

Arrangements have been made through a group of national and State banks to finance farm-owners and reliable farm tenants in the purchase of tractors and needed machinery.

The entire plan has met with enthusiastic response in all quarters.

A serious problem has been found in the condition of seed corn. An investigation directed by the Agricultural Department of Ohio State University found that much soft corn was produced last year, and that the early severe cold weather prevented the de-

velopment of the seed germ. For this reason last year's supply of corn for seed purposes is probably the least in a period of fifty years.

Tests are now being made of the seed-corn supply, ear by ear, the work being conducted through the country schools by the agricultural extension department of the University and the Board of Agriculture. Children have been asked to bring the seed

corn to school, where it is scientifically tested.

In addition to mobilizing the supply of last year's corn for seeding purposes, we are conserving the seed corn in those counties of the State which did not seem to have been affected by weather conditions.

For the time being, State energy is directed along the lines of agricultural development. Farmers are giving evidence of their interest.

THE WHEAT CROP AND FARM LABOR

BY HON. J. M. BAER

(Representative in Congress from North Dakota)

REALIZING the extent of our needs and those of our Allies, the Department of Agriculture has been energetically pushing a campaign to stimulate the farmers of the United States to produce a billion bushels of wheat this year. This means that it will be necessary for our farmers to raise nearly 350,000,000 more bushels than in 1917, when the winter and spring crops totaled 650,828,000 bushels. Winter wheat being already sown, the increase will have to be made up chiefly in spring wheat.

The forecast of the Department of Agriculture for this year is 540,000,000 bushels of winter wheat. To produce a billion bushels of wheat in 1918 will thus require 460,000,000 bushels of spring wheat. Such a prospective production is unprecedented—it will mean practically doubling the 1917 acreage, which was 18,511,000 acres.

Our normal consumption of wheat for all purposes in the United States amounts to about 590,000,000 bushels. Therefore we needed for home use almost the whole of what was produced in 1917. The reason that we were able to export 189,000,000 bushels in 1916-17 was because we had a carry-over of 179,000,000 bushels from the 1915 record crop, which was more than a billion bushels. This crop year (1917-1918) we have had a carry-over of only 51,000,000 bushels.

The foregoing facts prove the absolute necessity of stimulating the production of wheat and other cereals to its greatest possible point, and of immediately encouraging farmers, in every practical way, to attain this much-needed result.

The farmers of this country have patriotically striven to increase production; but unfavorable weather, shortage of farm help, and other adverse conditions have been marked, particularly in the Southwest and Northwest. Many farmers are in bad shape financially, also, because of failure of two successive crops.

Over half a million men have been drawn by the first draft from our farms. Even more critical is the fact that two million mechanics and farm laborers have been induced by war industries to leave the farms and go to the cities. This is dangerous in view of the fact that the world faces a food famine. Foodstuffs, in this crisis, stand supreme among the requirements of our Allies and ourselves.

America has vast resources of man-power. The problem is to utilize this great force where it is most needed. The farm labor problem is not different from that of any other war industry. It is impossible to recruit an army of two million men without causing a shortage of labor. We must, however, scientifically differentiate between essential and non-essential workers. If any draft distinction is to be made, it shall be between those men in activities essential to the production of ships, ammunition, food, and other necessary things, and those who are employed in non-essential trades.

It is a widespread but false impression that farm-workers are not experts. The boy who has always worked on the farm is a better farm worker than a boy from the city. The same thing applies to any other industry. The man in the machine shop,

trained to his work, is much more useful in a machine shop than a farm boy. Those men over the draft age, who are left in the shop, should be augmented by numbers of young men (between 16 and 21 years), to be taught the trades. But this same practice cannot apply to the farm worker, for in all rural districts boys of that age already supplant older men. One exception may prevail. If they are in schools vacations should be made in the seeding and harvesting seasons. Farm workers should be furloughed from training camps during these seasons of heavy farm work, on the condition that they work on the farm. In such ways the workers over draft age would be reinforced by young American blood. We are fighting a resourceful nation, which organizes its industrial army as well as its fighting army. We can only conquer organization with organization.

This food shortage will compel all American citizens to take a deeper interest in the agricultural industry and to see that farming is made more profitable. The fact that I say *more* profitable may seem strange to some people in the East, but it is nevertheless a fact. It is the useless middlemen and speculators who are making money out of farming.



WELDING THE LINKS TOGETHER
A cartoon by Congressman Baer, drawn for the *Non-partisan Leader* (St. Paul)

(Less than two years ago the country began to hear of a Nonpartisan League, formed by the farmers of North Dakota. They nominated and elected a candidate for Governor, and in the following year they sent a member to Washington, as Congressman-at-large—Mr. J. M. Baer. Now the League is organized in the twelve States designated in Congressman Baer's cartoon)

VIRGINIA'S FARM PROBLEM

THE great difficulty that confronts Virginia as the most typical farm state of the Atlantic seaboard is that of agricultural labor. It was not only the draft that affected the labor situation. Immense war industries had developed like that of the powder plant below Richmond at Hopewell. Then there came the special demand for common labor in many industries at and near Norfolk, Newport News, Richmond and Washington. The building of the cantonments at Camp Lee and Camp Meade also drew away thousands of men. Others went off to the woods to cut pulp. This was the situation that existed when the draft came along and left a good many farms with no available labor at all.

No one understands the farm situation better than Colonel E. B. White of Loudoun County, who is also the Federal Food Administrator at Richmond. He is best known over the country as a horseman and president of the Percheron Association of America. In his own State he is distin-

guished as a man of public spirit, a banker, and a practical farmer. He is working to the utmost with the Agriculture Department and the Food Administration. But he does not hesitate to tell us about the difficulties that the farmers of Virginia and other Eastern States are now facing. We are permitted to quote the following from a personal letter written to the editor of this magazine by Colonel White, bearing upon the prospects for the coming farm season:

"Regarding the conditions in Virginia, I will say that I do not see how it is possible to expect as large an acreage to be planted in Virginia next spring. This is entirely due to the inability of the farmers to obtain sufficient labor to care for and gather the crops. One man can prepare the land and plant a much larger acreage than he can cultivate and save later on."

"Farmers last spring planted a maximum number of acres and later found they could not save the crops. There is a lot of corn

in the fields of Loudoun County now unshucked, but being fast shucked by the crows. I have taken a great deal of pride in my farm, and in the fact that I generally had my work 'up,' but I must admit that I am in the afternoon class this year, as I have about 150 barrels of corn still in the field. It has simply been impossible to get hands at any price in sufficient numbers to save the crops. I paid last fall 35 cents per shock and board, for cutting corn, and the same for shucking. At this price a good man could make as high as \$6 per day. It, however, was not entirely a matter of price. More money would have been paid if the labor could have been had.

"Adjoining my farm are 100 acres of corn still uncut. The farmers all over my county, and from best information I can

get, all over the State, because of their experience in regard to saving crops, as above outlined, have decided to plant smaller acreage as they deem it useless and wasteful to plant what they cannot save.

"Unless farmers can obtain more labor it looks to me as though we were going to have a tremendous fight in order to maintain present production, and a great drive must be made for conservation.

"According to reports about 5 per cent. has been seeded to wheat in 1917 more than in 1916, but a very large percentage of this was sown very late, and some of it, I might say a good deal, did not come up, and therefore it is doubtful whether a satisfactory crop (there is some doubt whether any of it) will be harvested from this very late seeding."

SHALL WE HAVE ANOTHER LARGE POTATO CROP?

BY LOU D. SWEET

(Chief of Potato Section, U. S. Food Administration)

[Mr. Sweet, of Colorado, became associated with the Food Administration at Washington, last summer, as the country's foremost authority on potato culture. He wrote for us in the REVIEW for September, 1917, on "Rediscovering the Potato," and as a sequel to that interesting article we are now publishing this up-to-date statement of the potato-crop prospect for 1918.—THE EDITOR.]

OF all the commodities which war has compelled us to study and systematize, none is more interesting than the potato. Steel and wool, wheat and high explosives, may attract more popular attention, but down underneath practically every problem of war we find the homely "spud" as an underlying factor, and have to deal with it.

How can our industrial workers produce implements of war if they are insufficiently fed, or suffer from the pressure of uncontrolled food prices? The potato is a key commodity in the food situation—it furnishes bulk and nourishment for price as no other food staple can do.

How are we to save wheat and meat for our fighters and our Allies? The potato is the answer—one of the best possible economizers of wheat and meat.

We entered the war unprepared in a military way, and have spent a year equipping ourselves with mechanical appliances to meet Germany's elaborate armament, and by the

same token we find Germany prepared in the matter of potatoes, and have been forced to take off our coats and endeavor to approximate her yields per acre, her consumption per capita, her sturdy potato varieties, and her far-sighted use of this vegetable as a genuine factor in the war.

It is said that the potato is one more American thing like the submarine, the airplane, and the machine gun, which Germany seized upon and developed for war purposes. The Germans themselves found time in the midst of war to strike a medal to Francis Drake with this self-explanatory inscription:

Francis Drake was the name of the gallant man who three centuries ago sailed from England to America in command of a ship, and who when he returned from his distant travels brought with him the good things that we call potatoes. This useful vegetable we owe to the very same state that is today—1916—endeavoring to starve us out. Such is the irony of world history and world politics.

In the U. S. Department of Agriculture,

B. P. I. Bulletin No. 47, is the following:

The potato stands next to the cereals as the most important food of northern nations. In Germany this is particularly true, for the per capita consumption of potatoes in Germany stands in inverse ratio to the wealth and social status of the people. The well-to-do people there use 3.6 bushels each per annum, the peasantry 8.8 bushels, and the laborers in western Germany 12.3 bushels, while in the eastern provinces the per capita consumption of the poorer laborers is 17 bushels each per year.

War-torn France, in 1917, actually raised more potatoes than ourselves—about 500,000,000 bushels, against our 442,500,000 bushels, which was our record crop. Our crop in 1916 was only 285,000,000 bushels, less waste and decay and seed used for 1917's crop (about 85,000,000 bushels), leaving only two bushels per capita for consumption.

That shortage in 1916, due partly to weather and partly to a large crop the year before, brought on the memorable potato famine of last winter, with its high prices. Our average crop for the years 1911 to 1916, inclusive, was 350,000,000 bushels, of which from 65,000,000 to 70,000,000 bushels were early potatoes grown in the South, very welcome as new vegetables, but relatively low in food value.

The potato was one of the first things we mobilized for war, even before war was declared, or the Food Administration created. Our Department of Agriculture turned all its organization to the work of stimulating the production of a record crop in 1917. Farmers increased their acreage despite the high cost of seed and scarcity of fertilizer and labor, and countless city dwellers planted gardens in which potatoes were the principal, and often the only, crop.

When the potatoes had been planted, and Herbert Hoover began to gather around him the nucleus of what became the Food Administration by law, in August, 1917, the potato continued to be a dominant war factor. There was an enormous crop growing—estimated at 467,289,000 bushels. What was to be done with it? How should it be stored and financed? What control measures could be taken to assure growers a fair price and put the tubers on the consumer's table economically? Storage facilities were inadequate, railroads were congested with traffic, and the distributing trade had long suffered from wasteful methods of buying, grading and handling the crop.

Worst of all, there was the swing of the potato pendulum to be feared.

Going back over the records of our potato crops for as many years as you please, you will find that a large crop is almost invariably followed by a small crop, and that by a large crop again. This means that our potato-growing industry is unstable—speculative—governed by false standards of year-to-year prices and profits, which penalize the producer, enforce irregular profit-taking upon the distributor, and prevent the consumer from getting this staple food at just prices. After a year of potato scarcity, like that of 1916-17, high prices stimulate a large increase in acreage. Thousands of farmers plant potatoes, fascinated by the money that they were bringing during the planting season. It is not, however, over-production of what the country might consume if the industry were stabilized, and the use of potatoes systematically increased, with corresponding improvements in the distributing organization.

Because our per capita consumption is low and our distribution disorderly, such increase of the crop invariably leads growers to cut down their acreage the following spring, and there is another period of shortage and unreasonable prices.

With the large crop in sight last fall, the swing of the pendulum became a serious danger. If growers could not make a reasonable profit upon potatoes, there would be a shrinkage in production.

The right way to raise potatoes, the method followed by every farmer who makes money upon them, is to plant about the same acreage every year, regardless of spring prices, get costs on an efficient basis by skill and good soil and machinery, and count upon the certain profit that governs the five-year average. If there were not this certain profit in the five-year average, taking the losses with the gains, it is self-evident that potatoes could not be raised at all.

But our bumper 1917 crop was not grown by such far-sighted farmers. Its excess of 92,500,000 bushels above the average crop for the period of 1911-16 was grown chiefly by volunteers and speculative farmers, people moved partly by patriotism and partly by the prospect of profit. To add to the complications, the crop was cut down partly by plant disease, due to weak seed, and partly by early frosts which injured potatoes in many sections before they could be dug. The harvest season brought a heavy movement of damaged potatoes to market, and market gluts lowered prices, and brought loss to

grower and distributor. In other words, every indication pointed to the swing back of the pendulum in 1918, with a decrease in acreage during a period when the needs of war demanded that there be an increase.

Now what is the Food Administration doing to straighten out this situation?

A number of things. To begin with it has gone to the very bottom of our potato problem, seeking better methods of growing and distributing, which will encourage greater consumption and stabilize the industry. These measures have been undertaken in the emergency of war. But they are not of a temporary nature. The betterments sought are permanent economic changes all along the line, from the seed potato that the grower drops into the hill, to the cooked potato as it reaches the consumer's table.

Our potato crop is grown from weak mongrel seed. The benefits of seed selection are enjoyed by hardly one per cent. of the farmers who raise potatoes. It is possible for even an amateur to go through a potato field, select plants that show marked vigor, and save potatoes from these plants that are shapely and uniform in size. When these are planted by themselves, and another selection made, and then another, it is possible to segregate a strain of potatoes true to type, healthy, disease-resistant, and so uniform in size that any farmer planting that strain and maintaining its qualities by the same process of seed selection may do what most farmers believe is impossible—"grow potatoes in a mold."

Our potato crop is not only grown from weak seed, but is of poor eating quality. Certain varieties of potatoes are better to eat than other varieties, just as certain apples are better than others. Moreover, it is possible to grow varieties for boiling, others for baking, and still others for salads.

"Good eating potatoes" would not only be a surprise to ninety-nine Americans in one hundred, but would quickly increase our per capita consumption of this staple. We have found the good eating apples, but neglect the good eating potatoes. Uniform and shapely potatoes are much more economical than the general run of misshapen tubers now found in our markets, because they can be peeled thinly with the minimum percentage of waste, and the best food elements of the potato, which lie close to the skin, can be utilized.

It was found that these fundamental differences in growing had to be reckoned with,

and an almost utter lack of standards in grading potatoes for market because the farmer has been content to raise potato mongrels, and the potato buyer has purchased all shapes and sizes, including cut and damaged tubers and marbles which should have been kept on the farm for stock feeding, and the retail grocer has bought everything available, on the principle that "potatoes is potatoes." The consumer has been getting a large proportion of trash in the potato basket. Little wonder that he eats only the equivalent of one normal potato daily, and little use of asking him to eat more until we can make it worth his while in better quality and value.

Again, our markets have struggled with the handicap of the inaccurate peck and bushel measure in selling potatoes. A measured peck or bushel will be either several pounds underweight, which is unjust to the purchaser, or slightly overweight, a loss to the seller. The right way to sell potatoes is by the pound and the hundredweight, and this has also been made compulsory under a Food Administration ruling.

Many of the potato-growers lost money on the crop last fall, and if this isolated fact leads them to reduce the 1918 acreage the potato pendulum may swing back.

But they should view the situation as a whole. Where money was lost on the 1917 crop it was due to frost damage, lack of grading, lack of storage facilities, and the old evils of the potato industry which the Food Administration is working to correct. In addition to the prospect that 1918 profits will be better, and also that they should be governed by the five-year average instead of the year-to-year fluctuation, growers have the assurance of permanent betterments in their industry—standard grading rules; the pound basis of selling, instead of the bushel measure; increased storage facilities throughout the country, backed by arrangements for borrowing money on potato storage receipts through the Federal Reserve Banks; co-operative methods of buying and shipping which eliminate waste and lost motion; and systematic efforts to stabilize the retailing of potatoes and increase consumption.

To back the Food Administration up in this work, and also take advantage of the better conditions that are coming in their industry, growers should plant more potatoes of healthier strains and better eating quality. That will help win the war, and later help win wider and steadier markets.

STETTINIUS, MASTER BUYER

BY DONALD WILHELM



MR. EDWARD R. STETTINIUS, SURVEYOR-GENERAL OF PURCHASES
IN THE WAR DEPARTMENT

THE ablest spender in the history of the world is a quiet, unobtrusive man whom one finds these days destined to do again one of the big tasks of the war, in the War Department in Washington. His hair is gray—almost white—thin and refractory in front, like that of almost all hard mental workers addicted to eighteen hours of work every day. He has a low voice, a shrewd, appraising eye; spectacles. His name is Edward R. Stettinius. His home office address is 23 Wall Street, New York. He is now Surveyor General of Purchases, in the War Department, an office created for him by Secretary Baker after

he had spent (most admirably!) for the Morgan firm, in less than two and a half years, more than three billions of dollars—something more, most of the time, than ten million dollars a day more, probably, than any prince or potentate or prodigal ever spent in all the history of the world, in the same period.

What any other man would have spent; how he would have spent it, had he been called to perform the tremendous task, the unheard of task, given him by the Morgan firm and the Allies to perform, is not in point here. The point here is that Edward R. Stettinius, by displaying the rarest powers in the world as an organizer, financier, chooser of and believer in American business men, did more than other man, in the days before the war came to Uncle Sam, to tighten up the girth and bolt at least a little armor on that august individual, and to prevent the United States from being caught in that state of abject helplessness that Germany wanted.

When he consents to speak, thus, about the problems and achievements of the War Department, his judgment is to be taken authoritatively—as of far more worth, perhaps, than that of any other American, on Capital Hill or elsewhere.

"I don't know a more important thing to do now," he told me, in his office in the Department, "than to see to it that the activities of the existing instrumentalities being employed here are not disturbed."

He went on, very quietly, very modestly, to state that it were better, anyway, as a general thing, to mould the existing instrumentalities into something better than to go into the Department with a dust pan and to sweep everything out. It isn't his idea,

in other words, that the existing machinery should be scrapped because it creaks here and there. His idea is, rather, that activities be co-ordinated in such wise that "they will not conflict with one another." And, as he explained, "to see to it that all purchases are made with direct reference to a carefully considered military program."

Very briefly, in other words, the plan eventually to be formulated, and probably not far from announcement as this is written, will take as its major premise what admittedly is true, that the War Department program comprehends so vast a part of our entire war program—probably nine-tenths of it, the appropriations indicating that the ratio to the Navy is at least 7 to 1—that *all* purchases and problems of production and of priority are likely to be directed by one central agency, in the War Department. For it may be stated that the Navy is ready to co-operate in every way, that the War Industries Board has missed its opportunity, and that nothing remains but a direct and definite effort to co-ordinate and supervise all the purchasing and distributing agencies.

These agencies, before the war were: in the Navy, seven bureaus some with many independent depots; in the Army, five, besides the Shipping Board and the Allies Purchasing Agency. It was possible, then, for eleven of these *bureaus* to be in the market for such a commodity as steel. It was possible for as many as a hundred governmental *agencies* to be competing for that steel—to the exasperation of all. Obviously, the only thing to do is to co-ordinate these agencies in every way, along with purchase, production and priority. And that, it may be predicted, is likely to be Mr. Stettinius' eventual function, with the force of the General Staff squarely behind him. Hence, probably, his remark: "My attitude is toward strengthening and assisting in every way in our power in developing the existing organizations and individual units. Certainly, the statement may be made unequivocally, that this is no time to tear down."

He went on, with the quiet insistence that is characteristic of the man: "There has been too much constructive work to be

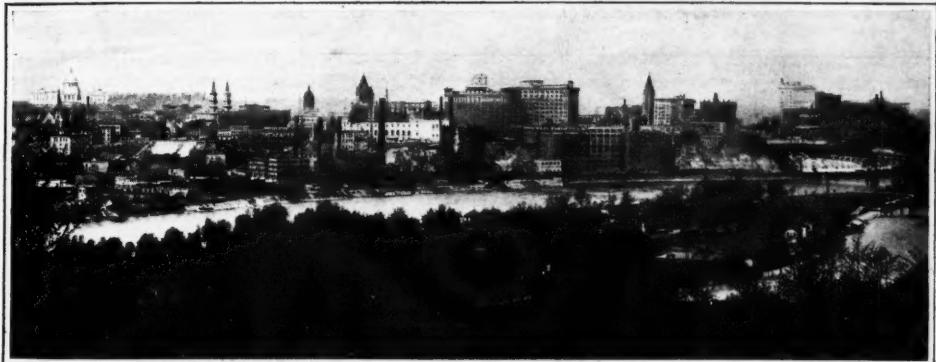
overlooked, with value that will become more apparent as time goes on."

Certainly this assertion ought to bear weight, coming from perhaps the most authoritative buyer, and one of the most able business organizers, in the world—a man who had to pick his way, beginning in January, 1915, through all sorts of harassments, all sorts of men, and build up astounding production for highly technical products that had never been made in America at all, except in one or two Government arsenals and in a very few coöperating plants. "In organizing for the production of materials," he said then, to a magazine reporter, "we proceeded on the theory, which we had no occasion subsequently to abandon, that 97½ per cent of the efficiency of the plants lies in the men and only 2½ per cent in the bricks, mortar and machinery that made up the plant. We did not begin by studying the suitability of the plants but the suitability of the men in charge"—an assertion that affords further reason for trusting the judgment of this man and begets faith in the accomplishment of our war plans. For he added:

"There have been enormous burdens imposed on the men in charge here, and they have done wonderful things. People generally do not appreciate these burdens and the tasks in hand. Even with only a few weeks in the Department I can see that. Many of these men have been working almost twenty-four hours a day, and they have got results!"

This hydraulic force, like that of many other able American business men, is likely soon to demonstrate its power again. It is enough to say that out of recognition for his achievements for the Allies, the Morgans made him a member of the firm, at the end of one year's work.

He has the habit of work—has had it ever since he was a student in the University of St. Louis, from which he went, a graduate, to conquer the Chicago grain pit, only to change his mind and become treasurer of a manufacturing concern that about 1893—that hard year—had no treasure! He became salesman extraordinary then, got the business, enlarged his company, became its head, eventually was called to the presidency of the Diamond Match Company.



VIEW OF ST. PAUL FROM THE SOUTH BANK OF THE MISSISSIPPI. THE STATE CAPITOL CAN BE SEEN AT THE LEFT

MOBILIZING A WESTERN CITY

HOW ST. PAUL HAS ORGANIZED FOR PUBLIC SERVICE IN WAR TIME

BY MARY F. SEVERANCE

HERE is a common saying in the East that the West does not know that there is a war. The fact is, that nowhere is patriotism more aflame or loyalty more rampant than in Minnesota. It has always been one of the most intensely American States of the Union. It was settled by New Englanders, and their ideals and traditions have persisted through successive waves of immigration. The first soldier to enlist in the Civil War was from St. Paul. The first regiment to be offered to Lincoln was from Minnesota. The State has made instant response to every national and international appeal.

In the present war, Minnesota was one of the first States to have a Public Safety Commission, authorized by legislature, with branches in every county and town. This commission has dealt summarily with saloons and vice of various kinds, and with all forms of disloyalty. Minnesota has an "America First" organization, with committees in each town, holding frequent meetings and flooding the State with patriotic propaganda. The Women's Council for Defense also has a county and town organization, carrying on all kinds of war work and such activities as shall hold together the social forces through the demoralization of war.

Thanks to its Winter Carnival, St. Paul has the procession habit. There is no inertia to overcome, all forces are centripetal. Beat a drum on a street corner, and the city automatically falls in step and marches enthusi-

astically for any worthy undertaking. Three times a week, while recruiting lasted, the town marched to the station with departing soldiers, having first given each a dinner and a comfort-kit. The Loyalty Convention of last fall brought in 100,000 people from the State, 40,000 of whom marched in a procession.

The St. Paul Safety Committee has enlisted nearly every man for some kind of war activity. Many have given up business entirely, to work at home, in Washington, or abroad. Those at home are training in the Guard, carrying on the constant campaigns, or speaking with the Four Minute Men. The Young Men's Christian Association raised its quota for the war fund, and is now helping with training camp activities. St. Paul raised \$12,000,000 for Liberty Loans and \$480,000 for the Red Cross.

With less than 300,000 inhabitants, St. Paul pledged 50,000 as members of the Red Cross—twice as many, in proportion, as New York City. The St. Paul Red Cross has 160 auxiliaries with 10,000 women workers, who give from six hours a week to eight hours a day. They produced in January 500,000 surgical dressings and 10,000 garments. They have made, filled, and given away 12,000 comfort kits and 3000 Christmas boxes. They have made 8000 knitted garments. Approximately 10,000 men have been fed at station canteens.

At Fort Snelling, just outside the city,



ONE OF THE ECONOMY BULLETINS OF THE WOMEN'S WAR WORK ORGANIZATION

comforts for the hospital, French lessons, and entertainments for the soldiers have been given constantly; and as many of the men as could be reached were entertained in private houses. The Navy League has sent hundreds of garments and comfort-kits, while the Daughters of the American Revolution have outfitted the cruiser *Fanning*.

The Young Women's Christian Association raised its quota for war work, and with the National League for Women's Service, has trained hundreds of young women in telegraphy, wireless, motor driving, and repairs. As a result, there is an efficient Motor Service Corps for all war work. St. Paul has raised over \$50,000 for French orphans, and through the American Fund for French Wounded a steady stream of dressings, garments, and money has flowed to France since the beginning of the war.

The women's organization, the Council of Defense and Conservation, has a chairman in every ward, precinct, and block—

3000 in all—enlisted for the war. This organization is militarized, and any woman leaving town asks leave of absence from her superior, registering her address and her substitute. It is financed by the St. Paul Business Men's Association.

Domestic supervisors, furnished by Washington, hold lecture courses and demonstrations of cooking and conservation, in all sections of the city and before the 642 women's organizations. Public-school

teachers and supervisors coöperate with these demonstrators, and a visiting housekeeper through five centers teaches the non-English-speaking foreigners. Public schools were kept open last summer for these demonstrations, and as a result over a million cans of fruit and vegetables were conserved. Courses are being given to cooks from private families, hotels, and army camps. As one result of the propaganda, the city garbage has been reduced 25 per cent. Store deliveries have been cut in two. A Speakers' Bureau is carrying on a campaign of education on the subjects of conservation, Red Cross work, Liberty Loans, and patriotism. A movement has been started to finance the city's war activities and a part of the Red Cross work by the sale of junk.

St. Paul, in a word, has given the flower of its youth, has renounced entertainments and luxuries, laid aside fictitious superiorities, and has become a mobilized city in its effort to help win the war.



BOOSTING LIBERTY LOANS ON THE LAWN OF THE UNIVERSITY CLUB, ST. PAUL



APPROXIMATE BOUNDARIES OF THE NEW REPUBLIC OF THE UKRAINE

(The shaded area within the black line represents territory occupied predominantly by Ukrainians, but not embraced in the new government)

THE UKRAINIAN REPUBLIC

THE States of Ohio, Indiana, Illinois, Michigan, and Wisconsin have a combined area about equal to that of the new Ukrainian Republic. Putting it in another way, Ukrainia, according to a native writer, is as large as the German Empire with the State of Illinois annexed.

GREAT NATURAL RESOURCES

Mere area in itself signifies little, but the extent of land surface comprised within the limits of the new Republic of Ukrainia contains the most fertile portions of the old Russian Empire. It is known as the "Black Earth Belt," and has been not only the granary of Russia but the greatest granary of Eastern Europe. In 1914 one-third of Russia's total farm products came from this "Black Earth Belt," which is really Russia's wheat belt. Ukrainia produces 80 per cent. of Russia's crude sugar and 59 per cent. of her refined sugar. The tobacco production of the region is relatively as large as that of sugar. The Ukraine supplies about 50 per cent. of the Russian live-stock output.

Not only is the Ukraine a great source of agricultural wealth, but in mineral resources it has been to Russia what the northern provinces of France, now overrun by the Germans, have been to that Republic. Of coal, it has produced 70 per cent. of the total Russian product, an equivalent proportion of pig iron, and of steel nearly as much. Manganese, mercury, petroleum,

peat, phosphorite, and kaolin are other important mineral products of the Ukraine.

THE PEOPLE AND THEIR LANGUAGE

So much for the material resources of this newcomer among the nations. What of the Ukrainian people? They have been called Little Russians. In Galicia they are known as Ruthenians, but they themselves prefer everywhere to be called Ukrainians. There are 33,000,000 of them, and the writer to whom we have already referred states in the *Open Court* (Chicago) for January that they regard themselves as distinct in language and race from the so-called Great Russians, known by them as Muscovites. The Ukrainians refuse to regard their language as a mere Russian dialect. They say that it is as distinct from the language of Petrograd as Portuguese is from Spanish, and they point to Portugal's long history as an independent nation. Furthermore, the Ukrainian tongue, they say, is as remote from Polish as Spanish or Portuguese are from French.

As to the homogeneity of the Ukrainian Republic, it is estimated that in all the territory within its limits the Ukrainians form on an average 72 per cent. of the population, while over large areas along the Dnieper the percentage is 98. Even in portions of Eastern Galicia the Ukrainians form 66 per cent. of the population. The writer in the *Open Court* asserts that the new Ukrainian state,

as a whole, is "possibly more uniformly Ukrainian than any State of the American Union is uniformly Anglo-American."

Ukraine means "borderland." It is said that the name was originally applied to that part of the "Steppes" along the southern Polish frontier to which the Little Russian peasants fled from the tyranny of Russian or Polish nobles. They were in constant conflict with hostile bands of Tatars and in time formed roving bands of Cossacks, the famous Russian cavalry.

STRIVINGS FOR INDEPENDENCE

It was always the policy of the Czars to suppress all political agitation among the Ukrainians with an iron hand. Everything was done to stifle nationalist aspirations. An edict of Peter the Great in 1720 prohibited the use of the Ukrainian tongue in print. The Ukrainian, however, has always been individualistic and democratic, while the Great Russian, or Muscovite, is notably communistic. The activities of a secret organization with its center at Kiev caused alarm to the Czar's government in the nineteenth century and brought about the banishment of its most prominent members to Siberia.

The new century saw a separatist movement of great proportions which culminated in the peasant uprising in 1902, followed by the election of fifty-two Ukraine Nationalists to the first Russian Duma. Two hundred members of the Ukraine revolutionary organization were prosecuted by the government in 1907. The work of various revolutionary, social, and political organizations, together with the "Bond for the Liberation of Ukrainia," operating across the border in Galicia, finally led to the creation of a "Republic of Ukrainia."

RELATIONS WITH THE BOLSHEVIKI

The Social Democrats have been a powerful element in the Ukraine and until recently have been in close sympathy with the Bolshevik organization in Petrograd. The official organ of the Ukrainian Social Democrats declared in November last:

Hitherto we have agreed with the Bolsheviks in many questions. We and they have demanded, and still demand, immediate peace, the transference of the lands of the big landowners and others to our poverty stricken peasantry. We and they have fought, and still fight, for control over industry, for the maximum taxation of large property and capital. But—we stood for the Ukrainian democratic republic and federation with other countries of Europe; they were en-

tirely indifferent to the national, cultural, and political needs of our people.

It seems that the general desire among the Ukrainian population was to live in peaceful federation with the new Russian Republic, but writers in the press have pointed out that social conditions in the Ukraine differ from those in northern Russia. The peasant-community form of land ownership, the *mir*, was hardly known in the Ukraine. The peasants there were small proprietors—"capitalists," from the Bolshevik point of view. So the Bolsheviks denounced the Ukrainian Rada, or Parliament, as "bourgeois" and civil war broke out at Kiev and Odessa. The Ukrainian Rada, which has been compelled to make peace with the Central Powers, is characterized by a writer in the *New York Evening Post* as a Socialist coalition with a far-reaching program of social reform.

CULTURAL DIFFERENCES

One of the claims made for the Ukrainians is that they are an artistic people and have furnished a large share of Russian musicians, artists and poets. Yet it is stated that before the war began more than 50 per cent. of the Ukrainian population were unable to read or write. This is attributed by the people themselves to the fact that instruction was given only in the Russian language, which was not understood. It is true that they obtained permission to print newspapers and books in their own language; but this concession was so hampered by the censor and the public prosecutor that little benefit resulted from it. Nevertheless, twenty newspapers, of which the strongest was the *Rada*, published in Kiev, were printed in the mother tongue, and there was an extensive circulation of Ukrainian books.

The funeral of the composer Lissenko in 1913 was the occasion of a great political manifestation in Kiev, attended by more than 200,000 people. The Governor of Kiev was removed from office as a punishment for not preventing this demonstration.

The Ukrainian writer in the *Open Court* cites Ripley's "Racial Geography of Europe" as authority for the statement that there are important anthropological differences between Ukrainian and Muscovite. These differences extend to social customs, and along the frontiers the Ukrainians avoid all marriages with Great Russians. The Russian Imperial Government never succeeded in bringing about a fusion of the two peoples.

LEADING ARTICLES OF THE MONTH

PRESIDENT WILSON'S REJOINDER TO GERMANY AND AUSTRIA

THE most important deliverance of the month was President Wilson's address to Congress on February 11, in reply to the speeches of Count von Hertling, the German Chancellor, and Count Czernin, the Austrian Foreign Minister, on January 24. These speeches had both been in reply to that of President Wilson himself on January 8.

The President remarks at the outset that it is gratifying to have our desire so promptly realized that all exchanges of view should be made in the hearing of all the world. Count Czernin's reply, he says, is uttered in a very friendly tone. Count von Hertling's statement, on the other hand, is vague and confusing. President Wilson regards its tone as very different from that adopted by Count Czernin and apparently of an opposite purpose. "It confirms, I am sorry to say, rather than removes the unfortunate impression made by what we had already learned of the conferences at Brest-Litovsk."

His discussion and acceptance of our general principles lead him to no practical conclusions. He refuses to apply them to the substantive items which must constitute the body of any final settlement. He is jealous of international action and of international council. He accepts, he says, the principle of public diplomacy, but he appears to insist that it be confined, at any rate in this case, to generalities, and that the several particular questions of territory and sovereignty, the several questions upon whose settlement must depend the acceptance of peace by the twenty-three States now engaged in the war, must be discussed and settled, not in general council, but severally by the nations most immediately concerned by interest or neighborhood.

He agrees that the seas should be free, but looks askance at any limitation to that freedom by international action in the interest of the common order. He would without reserve be glad to see economic barriers removed between nation and nation, for that could in no way impede the ambitions of the military party, with whom he seems constrained to keep on terms. Neither does he raise objection to a limitation of armaments. That matter will be settled of itself, he thinks, by the economic conditions which

must follow the war. But the German colonies, he demands, must be returned without debate. He will discuss with no one but the representatives of Russia what disposition shall be made of the peoples and the lands of the Baltic provinces; with no one but the Government of France the "conditions" under which French territory shall be evacuated; and only with Austria what shall be done with Poland.

In the determination of all questions affecting the Balkan States he defers, as I understand him, to Austria and Turkey; and with regard to the agreements to be entered into concerning the non-Turkish peoples of the present Ottoman Empire, to the Turkish authorities themselves. After a settlement all around, effected in this fashion, by individual barter and concession, he would have no objection, if I correctly interpret his statement, to a league of nations which would undertake to hold the new balance of power steady against external disturbance.

It must be evident to every one who understands what this war has wrought in the opinion and temper of the world that no general peace, no peace worth the infinite sacrifices of these years of tragical suffering, can possibly be arrived at in any such fashion. The method the German Chancellor proposes is the method of the Congress of Vienna. We cannot and will not return to that.

What is at stake now is the peace of the world. What we are striving for is a new international order based upon broad and universal principles of right and justice—no mere peace of shreds and patches. Is it possible that Count von Hertling does not see that, does not grasp it, is, in fact, living in his thought in a world dead and gone? Has he utterly forgotten the Reichstag resolutions of the 19th of July, or does he deliberately ignore them? They spoke of the conditions of a general peace, not of national aggrandizement or of arrangements between state and state.

The peace of the world depends upon the just settlement of each of the several problems to which I adverted in my recent address to the Congress. I, of course, do not mean that the peace of the world depends upon the acceptance of any particular set of suggestions as to the way in which those problems are to be dealt with. I mean only that those problems each and all affect the whole world; that unless they are dealt with in a spirit of unselfish and unbiased justice, with a view to the wishes, the natural connections, the racial aspirations, the security and peace of mind of the peoples involved, no permanent peace will have been attained.

They cannot be discussed separately or in cor-

ners. None of them constitutes a private or separate interest from which the opinion of the world may be shut out. Whatever affects the peace affects mankind, and nothing settled by military force, if settled wrong, is settled at all. It will presently have to be reopened.

The President reiterates that the United States has no desire to interfere in European affairs and "would disdain to take advantage of any internal weakness or disorder to impose her own will upon another people."

The test of whether it is possible for the belligerents to go on comparing views, the President said, is simple and obvious and the principles to be applied, he said, are as follows:

First—That each part of the final settlement must be based upon the essential justice of that particular case and upon such adjustments as are most likely to bring a peace that will be permanent.

Second—That peoples and provinces are not to be bartered about from sovereignty to sovereignty as if they were mere chattels and pawns in a game, even the great game, now forever

discredited, of the balance of power; but that

Third—Every territorial settlement involved in this war must be made in the interest and for the benefit of the populations concerned, and not as a part of any mere adjustment or compromise of claims among rival states; and,

Fourth—That all well-defined national aspirations shall be accorded the utmost satisfaction that can be accorded them without introducing new or perpetuating old elements of discord and antagonism that would be likely in time to break the peace of Europe, and consequently of the world.

These general principles, the President said, have been accepted by everyone except the spokesmen of the military and annexationist party in Germany. "The tragical circumstance is that this one party in Germany is apparently willing and able to send millions of men to their death to prevent what all the world now sees to be just." In conclusion, the President warns the Central Powers that the "whole strength of the United States will be put into this war of emancipation."

THE NEW ZIONISM

THE Jewish national ideal is nearly twenty centuries old, but the Jewish national movement is now but twenty years old, says Mr. Israel Cahen in the course of an interesting article in the January *Fortnightly* on the development of political Zionism. The long span of centuries that had to be bridged before the ideal reached the stage of the real is accounted for by the state of subjection in which the Jews, for the most part, existed until very far into the nineteenth century.

Not until Western Jewry had already secured political emancipation did it possess sufficient self-confidence and energy to proceed to the great task of its national regeneration in the land of its fathers, and not until the advent, in 1896, of Dr. Theodor Herzl was the Jewish national sentiment propounded as an idea whose expression should not limit itself to the creation of scattered colonies in the Holy Land, but which should expand into an organized endeavor of the Jewish people to work for the upbuilding of a commonwealth in Palestine, in which all sections of Jewry might once again live their national life.

It was Dr. Herzl's pamphlet, "The Jewish State," which roused the slumbering consciousness of world-wide Jewry to the neces-

sity of working out its own salvation. Its publication in the spring of 1896 caused a tremendous ferment throughout the communities both of Eastern and Western Jewry, and Dr. Herzl at once became the leader of the Zionist movement. He died in 1904, before his dreams could be realized, but the work of the Zionist Organization went on.

The recent publication of the declaration of the British Government, that they view with favor the establishment in Palestine of a National Home for the Jewish people and will use their best endeavors to facilitate the achievement of this object, was naturally preceded by considerable *pourparlers*, the history of which cannot as yet be told. It can, however, be placed on record that it was largely owing to the zealous efforts of the president of the English Zionist Federation, Dr. Charles Weizmann, who holds a high post in the Ministry of Munitions, ably seconded by M. Sokolow, that this momentous declaration has been issued.

That the British Government should have resolved upon such a step is but natural, not only as a consistent sequel to their previous friendly offers to the Zionist Organization, but also as an inevitable corollary to their reiterated policy of the liberation of small nations. It is as yet too soon to discuss the precise form and status of the projected Jewish National Home in Palestine. But it can already be said that the achievement of this project, which will convert the twenty-century-old dream of an exiled people into a living reality, will add a jewel of immortal lustre to the crown of the British Empire.

RUSSIAN TREASON TO THE ALLIES

THE kaleidoscopic changes in Russia keep the world in tense suspense as to the fate of that vast realm. An article of most timely and absorbing interest appears in a recent issue of *La Revue* (Paris) from the pen of Jean Finot, its editor-in-chief; in it he reviews with bold frankness the far too complacent attitude of France towards autocratic Russia, denounces the treachery of the Bolshevik leaders, Lenin and Trotsky, and adjures the French to pursue a vigorous propaganda of enlightenment in Russia in order to save it from Teuton domination. We reproduce below some of the significant passages of M. Finot's elaborate article:

Russian anarchy profoundly surprised those insensible to the admonitions of sound sense and of history. Even a superficial knowledge of the Czarist Empire indicated the inevitability of anarchy upon the overthrow of autocracy. Excess of liberty turns the heads of those unwonted to drink at its source. The illiterates of Russia—85 to 90 per cent. of its people—kept in a state of slavery and ignorance, were naturally an easy prey to intriguers and to those of dominant will who wished to subjugate them anew. . . .

The Franco-Russian Alliance was doubtless a historical necessity which France had to suffer despite her revulsion at a union so unnatural between a free democracy and an unlimited autocracy. Germany had for centuries been watching its Russian prey. Had France recoiled from that apparently monstrous alliance, necessitated by the Treaty of Frankfort, Russia would long since have been a vast Teuton province. . . . But after contracting this bastard alliance, France knew not how to draw advantages from it for herself, and still less to realize those which it was her mission to procure from the Russian people. . . .

Hypnotized by Russia's problematic military aid to France in case of danger, our successive governments never wanted to hear of the Russian people and their vital interests.

Czarism and its bureaucrats did nothing, moreover, but exploit the alliance in the most revolting fashion. They drained French gold to Petrograd under the flimsiest pretexts. . . . As a matter of fact, French capital invested in Russia runs up to twenty billion francs, to which must be added about fifteen billions sent in the course of the war.

Speaking of the Russo-Japanese War, the writer says:

Numerous proofs have been adduced that it was mainly concocted by Germany, with a view of ruining Russia and rendering her unable to play a part with France in the great drama which the first has so long been preparing. . . .

Nicholas II, who lacked character, was afflicted, besides, by a certain mysticism, causing him to believe in his quasi-divine mission—which did not

prevent him from betraying the alliance to the advantage of Berlin. . . .

The war breaks out. It must be remembered that Russia was cited as the direct cause, and that France flew to her aid; faithful to her treaty, with no certitude whatever as to England's intentions, she ranged herself on Russia's side.

The ill-will and perfidy of the Czar's entourage, his generals, diplomats, ministers, were clearly displayed in great as well as small events. . . . Recall, for example, the question of Constantinople. It required a veritable aberration of mind on the part of Russia to claim its possession, and on the part of the Allies to accord it. It was an infallible means of throwing Turkey into Germany's arms. . . .

Future students of diplomatic archives, the writer observes, will be astounded at the confidence reposed in Russia by the Allies, despite its ceaseless treacheries, so clearly revealed. It is due to treachery that Hindenburg first covered himself with glory at Tannenburg. Three months later, Mackensen was saved by the treason of General Rennenkampf.

Of the Bolsheviks. M. Finot says:

Agents of Germany, they are carrying out faithfully the complex plan which they promised to execute for her advantage. First, Russia must be detached from her Allies, who alone can save her from the disasters heaped up by Czarism and the Revolution. Next, they must help to dismember the realm, in order to eradicate forever the danger to Germany of the vicinity of a strong, well-organized nation which might take exception to her boundless and ceaseless ambitions.

The anarchists who have seized possession of power in Russia are devoid of patriotism.

They have aroused separatist sentiments, disorganized all authority, including the army, emptied the prisons, and sowed terror, disorder, and crimes. . . .

Let us not cherish illusions: Behind Lenin and Trotsky, it is Germany that reigns supreme in the ancient Empire of the Czars. . . . It is she who has incited certain separatist tendencies. Thus the Ukrainian Republic is a purely Berlin conception.

Internal disorder is assuming proportions such that Maximalist Russia resembles the countries which suffered German invasion at the outbreak of the war.

The crimes committed under cover of the most shameless doctrines are simply frightful. . . .

And, above all, the pogroms are beginning anew, as in the fine days of Czarism. The anarchists in power, angered at the violent opposition of the Jews in Russia, have sworn revenge.

We appeal once more to the Allied governments to aid in awakening the Russian conscience. . . .

Time presses. Millions of pamphlets, in Russian, ought, without delay, be scattered through Russia, enlightening the people as to all the sacrifices made by the Allies for the benefit of that land, and aiming to establish a moral and material balance with her real friends.



TEACHING CHILDREN THE HISTORY OF THE WAR IN A VILLAGE JUST BEHIND THE ACTUAL BATTLE FRONT
(The walls of the school building are damaged daily by shells)

KEEPING SCHOOL UNDER FIRE

A FRENCH inspector of schools, M. Octave Forsant, contributes to the February *Atlantic* a vivid account of the experiences of the French teachers who reopened and maintained certain schools at Rheims in 1915; while the city, as he says, "was almost daily castigated by shells."

As to the reasons that led to this unusual experiment the inspector says simply:

I reopened certain schools at Rheims because, the city not having been evacuated, there were still many children there. I considered that, so long as there were pupils, even if no more than a hundred, there ought to be schools, not only to enable them to continue their studies, but to protect them against the dangers of the street. This was the twofold result sought, and attained: not only did the bombardments find not a single victim, either among the staff or among the children entrusted to our care, while so many other children were killed in the streets; but also, amazing as it may appear, the teaching yielded abundant fruit.

Almost all of these schools were closed and re-opened several times under the German bombardments, especially during 1915. For those schools which were within 1,500 metres of the enemy lines the sessions were held in cellars, while the others, which were 3,000 or 4,000 metres away, were carried on in the regular school buildings.

The underground classes were installed in champagne cellars, that is to say, in immense passages dug in the chalk, whose ramifications were sometimes several kilometres in length. These offered almost absolute security, while indispensable hygienic conditions were complied with: the required number of cubic feet of air-space; sufficient ventilation by means of holes bored at regular intervals in the ceiling and communicating with the outer air; temperature always uniform and high enough (55° to 57°). The furniture and teaching paraphernalia were in all cases supplied by the nearest public school; powerful kerosene lamps—for electricity, and even gas, have been lacking in Rheims for three years—attached to the ceiling by the municipal authorities, furnished the necessary light. Manifestly, this was not all that could be desired, but it was enough to enable the children to work in safety. Although, on visiting these places of refuge in broad daylight, one was at first impressed by the dimness of the light, nevertheless the eye soon became used to it, and the effect was that of an evening in a village school.

Extracts from the journals kept by the principals of these schools show that the bombardments in February and March, 1915, were extremely heavy and more than once interrupted the daily sessions of the schools. Some of the teachers were compelled to live in the underground schools day and night.

The spirit of the younger children is revealed in the following passage:

Meanwhile the little children of the kindergarten stared with wide-open, startled eyes, but kept very quiet on their benches, apparently not at all at home. Thus discipline was easily maintained on that first day of school! Everybody worked with zest; and four hours of teaching pass very quickly. Really one would have thought that they were conscious of the part they had to play, of their duty—those little darlings who seemed to defy the German close by, following the example of their fathers who flout him in the trenches. With such children France cannot perish.

The investigations made by Inspector Forsant show that during the thirty months

that the Rheims schools were open, thirty-seven shells fell upon the school buildings and two of them went through the roofs (luckily while the children were absent) into the rooms where the daily sessions were held. More than a thousand projectiles of all calibres fell within a space of less than 100 metres from the schools, killing within this space seventy-six grown persons and eight children who never attended school. Not a single teacher or pupil was even wounded—a remarkable tribute to the school administration.

ITALY PUT TO THE TEST

THE crushing defeat of the Italians a few months ago sent dismay through the Allied nations and their sympathizers. Fears of further invasion, of succeeding disasters, loomed up as possibilities—or probabilities—of the near future. But the Italians have rallied nobly, the French and English have come to their aid, and the skies look brighter once more. In a late number of the *Mercurio de France* (Paris) Louis Piérard details, in the opening article, the causes that led to the unexpected collapse of the Italian army on the Isonzo last October.

During the distressing weeks—he writes—which he spent in Italy following upon the strange and sudden Italian defeat, he often met men of eminence who asked him point-blank: “Do you know how we were betrayed? Publish it, repeat it, throughout France.” He was told how Italy was in the clutches of German high finance; how from a central point connections were maintained with the Vatican, the “official” Socialists, even the government and the higher military commands. The exaggeration of such charges the writer attributed to the vivid distress, the keen humiliation felt by the Italian patriots at the news of a reverse which in a few hours annihilated the splendid military efforts of two and a half years.

The writer, after extensive inquiries at the front, in Rome, Milan, Genoa, deemed it well to summarize the causes of the Italian retreat. They were manifold, but entirely of a moral and political nature.

What occurred on the Isonzo will stand out as one of the strangest, most affecting, most painful episodes of the war.

Some maintain that victory will be with the side having the most cannon; others, that

it will fall to the one with superior morale, stronger nerves. The events in Russia and Italy rather justify the latter view. The most powerful enginerry, the most formidable natural positions are worthless unless manipulated by an army whose morale is intact. On the Isonzo the infection of a few hundreds of the Second Army, which had for over two years given the best proofs of heroism, sufficed to throw into the enemy's hands positions reputed to be impregnable, to open a breach for von Below's forces, to compel the retreat of the First and Third armies, whose valor had never for an instant been belied in the most trying situations.

All the stock arguments of the German press find an echo in the monitor of Italian official Socialism. The honor of Italian Socialism has been saved by men like Corridoni, Bissolati, Musolini, and the founders of the new party, which, it is to be hoped, will join the Belgian, French, and English Socialists in their efforts to throw off the doctrinal tyranny of Marxism.

But the writer was assured that the influence over the masses of the official Socialists and the persistent neutralists was nothing compared to that of the Vatican and the lower clergy. There are, to be sure, country pastors who have given proof of the sincerest patriotism. But how much more numerous, alas, are the priests inimical to France who went about among the women at home, distilling the poison of doubt and discouragement. In some provinces the soldiers were allowed no furlough for fear of infection by the triple Socialist, clerical, and neutralist propaganda. Imagine the low spirits of soldiers who in so cruel a war may never look forward to the joy of a

leave! Add to this that they were worse fed than the French or English, and poorly paid, and it may be conceived that their morale was, at any rate, not always of the best. Tardily, measures are being taken to improve the soldier's condition. Had they been effected a year ago, they would probably have prevented, or attenuated, the crisis in military morale which culminated in the events of the close of October.

But it is to the simple mentality of the peasant soldiery that must be attributed the chief cause of the defection of a fraction of the Second Army. They had been so impressed by the Pope's note that they firmly believed in a peace before winter. An offensive was carried out at Bainsizza, but, the plateau once taken, many of them thought it was the last effort required of them.

The enemy was perfectly aware of their state of mind; of the double effect of the Socialist and Catholic propaganda, and they nourished that state of mind by throwing into the Italian trenches pamphlets, proclamations, and even spurious copies of Italian newspapers.

And this is what one saw: Italian and Austrian soldiers, having thrown away their weapons, marching arm in arm in the Austrian lines, crying: "Long live peace! Long

live the Pope! Long live the International!" And von Below threw his six divisions into the breach thus made.

The Italian forces had but few roads over which to retreat across the mountains. As a climax of ills, they had a very deluge of rain for two days. However, as they proceeded, the poor fellows learned of what monstrous stratagem, what base ruse of war they had been the victims. And, shocked by the invasion, the morale of the people at home had changed completely. The peasants, mothers and wives, sent the disbanded men at once back to the front. That a different spirit prevails in Italy is noticeable in scenes on the street, the attitude of the crowds and of the politicians.

The writer recounts some of the splendid deeds of heroism of the retreating army—deeds eliciting the admiration even of the enemy. The First and Third armies not only escaped capture, but rescued enormous quantities of war material.

Who can doubt the valor of an army capable of such exploits? After ten battles, all victorious, its reverse on the Isonzo is due purely to moral causes, to a military strike, fomented among some unfortunates by Maximalist folly and the supposed attitude of the Vatican.

CHINA AND THE WAR

THE entry of China into the war on the side of the Allies is a signal event which is perhaps hardly appreciated at its full worth in the West. She has a standing army of 800,000 strong, and although the difficulties of transport have so far prevented the Chinese Government from entertaining the idea of sending an expeditionary force to Europe, circumstances may conceivably arise in which some at least of these reserves of man-power may be made available; but in the meanwhile, as Mr. S. G. Cheng points out in *The New Europe* for December 20, China is very active in other lines of support:

The enemy ships seized in Chinese ports have been generously placed at the disposal of the Allies; and a strict censorship has been established to stop any further German intrigue. The vast continent produces a large quantity of food-stuff, and the excess of production over home consumption is now constantly shipped to America, and thus releases a corresponding part of American produce for export to Europe. This round-about way adopted of supplying the Allies is

as ingenious as it is prudent upon the part of China. The transport between Shanghai and San Francisco is shorter than that between Shanghai and any European port, and it avoids the passage through the dangerous Mediterranean.

The help of China to the Allies in man-power is also very great. Both the British and the French governments have employed thousands of Chinese in auxiliary work behind the fighting line, and France employs many of them in the production of munitions. The inaccurate language of newspapers described them all as coolies, but many of them are highly skilled mechanics, who have gained their experience in modern factories in China. I am not allowed to disclose the number of our workmen in France, but I can say that it is almost as great as the American Expeditionary Force.

In China the government has seized the German banks, captured the German concessions, and abolished German extra-territorial rights. German firms have been mostly closed down, and German residents have been carefully restrained. The activity and exertion of the Peking authorities in dealing with Germans have been admirable and remarkable, and this especially so, when we remember the fact that the government is not always stable, and that internal struggle always threatens to break out.

ADMIRAL FISKE ON OUR USE OF AIR-CRAFT AGAINST THE GERMAN NAVY

IN a recent edition of a naval professional journal (*United States Naval Institute Proceedings*, November, 1917) Rear-Admiral Bradley A. Fiske, U. S. N., offered some pertinent observations on the importance of invention in warfare. The following paragraphs embody the spirit and trend of his article:

We, of the United States, are deeply impressed with the great work invention has done in advancing the mechanic arts, during the fifty years gone by. We, of the Navy, keenly appreciate what invention has done in giving us (and our possible enemies) weapons with which to fight. But do we quite appreciate the fact that it has been some new invention which has caused most of the surprising triumphs of war? Such invention may have been in von Moltke's conception of organized preparation for war; may have been in flashes of seeming inspiration like Napoleon's, which enabled him to start his armies along new lines almost instantaneously; may have been in a genius-given insight into the possibilities of some existing but underestimated weapon, like that of von Tirpitz as to the submarine.

Let us realize that in the present war, as well as in the past, the unexpected act, the doing of something not written in the books, has played an important part. It was the unexpected falling on top of the Belgian forts of large masses of high explosives that made the conquest of Belgium so comparatively easy. It is the unexpected efficiency and aggressiveness of submarines that now threaten the food supply of England. It was the introduction into Troy of the possibly legendary wooden horse, that, according to the best accounts we have, brought about the fall of a city that had long resisted the valor and skill of the besieging forces, when exerted along the lines of orthodox procedure only.

The more daring the invention in conception and execution, the more decisive the results have been. The invasion of Asia by Alexander, of Gaul by Cæsar, and of England by William of Normandy, stand out clearly outlined in our minds. So do the crossing of the Alps by Bonaparte, and of the Delaware by Washington. So does Farragut's forced entry into Mobile Bay; so does the quick return of Nelson from the West Indies, and the resulting Battle of Trafalgar; so does the brilliant dash of Washington from New York to Chesapeake, and the resulting surrender to him of Cornwallis.

An interesting practical application of his philosophy in the present war is suggested by the Admiral in the *Aerial Age* (New York) for December 31. After commenting on the superior decisiveness of naval battles, and on their mercifulness as compared with land battles (the decisive engagements of the Spanish-American war are



REAR-ADmiral BRADLEY A. FISKE, U. S. N., RETIRED

cases in point) Admiral Fiske remarks that in every decisive battle of the world's history a strong attack was made against a point that was comparatively weak and yet was vital. Noting that Germany's weakest point in this war is her navy and that it is vital too, the Admiral reasons that we should make a strong attack upon it. The mine fields that protect Germany's naval power at present do not seem to the Admiral an insuperable obstacle. Just as in olden times when the walls of a fort could not be broken through they were climbed over with scaling ladders so the Admiral argues the German mine fields can be flown over with aeroplanes:

Some of these aeroplanes may be sea planes that rise from North Sea waters, manned by Navy men; while others may spring directly from the land, manned by Army men. Coincidently with these attacks, great divisions of Army warplanes may attack the enemy's bridges, munition depots and railroads behind his trenches in France, and thus prevent him from concentrating all his aerial forces in defense of Kiel and Wilhelmshaven.

Admiral Fiske is convinced that no mere subsidence of submarine activities should blind us to the desirability of sinking or disabling the German fleet.

Germany's entire fleet is concentrated in the region of Kiel and Wilhelmshaven. All her naval eggs are in one basket, and those eggs

are vitally essential to her existence as a nation. It is my profound conviction that we can smash these eggs by torpedoplane and air bomb attacks if we prepare and deliver them on a scale sufficiently great.

If we do this we shall win the latest decisive battle of the world and take the final necessary step to victory with the minimum expenditure of money and time and human life.

MALARIA-CONTROL BY ENGINEERS

AN HISTORIC object-lesson in malaria-control was afforded by the work of Gorgas and his subordinates, which made the Panama Canal possible. It is truly remarkable that in so few cases have equally effective measures been carried out in the many extensive regions of the United States where malaria is a serious economic problem. Humane considerations apart, this disease is said to cost the country no less than \$100,000,000 a year—and the loss is at least 80 per cent. preventable. The situation as it affects the country at large is well set forth in Mr. Frederick L. Hoffman's pamphlet, "A Plea and Plan for the Eradication of Malaria Throughout the Western Hemisphere," recently published to further the aims of the National Committee on Malaria.

The sanitary engineer has a fruitful field before him in the work of malaria eradication. A shining example of such activities is described in the *Engineering News-Record* by Mr. Charles Saville, director of sanitation for the city of Dallas, and Mr. H. W. Van Hovenberg, sanitary engineer of the St. Louis Southwestern Railway.

It is now known that malaria is spread from an infected person to a person in good health by the bite of the female of a particular variety of mosquito, the anopheles, who lays her eggs on clean, quiet water surfaces, preferably in protected spots along grass-covered edges of streams or pools. The practical solution of the malaria problem is found in ridding the infected area of the breeding places of the mosquito. The City of Dallas, Tex., undertook this method of malaria control in the summer of 1916. After a year of intensive work costing 3 cents per capita, the death rate from malaria decreased 66.7 per cent. and the number of cases of the disease reported to the health department fell to an average of only two or three per month. Any community may obtain like results.

In order that Dallas might benefit fully from the experience of other places in this particular line of work, the active coöperation was secured of the Malaria Field Investigation Branch of the U. S. Public Health Service, whose trained physicians and sanitary engineers have fathered the Dallas work through regular visits to the city,

and through aid given in every possible way to the local public health officials in their conduct of the work.

Attention was first given to those portions of the creeks and ponds that were active anopheles breeding places, and then extended to include all important mosquito breeding spots. The work consisted in both cases in:

(a) Clearing of banks of grass, weeds and débris, to destroy shelters and facilitate ditching and oiling.

(b) Ditching of streams to get channels of minimum cross-section, with sufficient stream flow to keep the channel scoured.

(c) Filling large holes situated under bridges and at ends of culverts, pot holes in creeks, overflow pools, etc.

This work was followed by oiling water surfaces at regular intervals or, where feasible, by stocking with, or cultivating the growth of, top feeding minnows in streams and ponds.

The field work embraced six main streams having a total length of thirty miles and an average high water channel width, before the work started, of approximately thirty feet. Extensive marshy areas were also drained by ditches, several thousand feet in length, reclaiming many acres of valuable land for agricultural and business purposes. Assuming the value of a life to be \$3000 and the cost of an average case of malaria, for medicine, attendants, and wages lost, to be \$25, and using the ratio of one death to every 400 cases, we find a probable economic saving to Dallas inhabitants through reduction in the disease to have been nearly \$200,000, or about \$1.25 per capita. Compare this saving with the 3 cents found to be the actual cost per inhabitant of effectively controlling malaria. What other investment yields so great a return?

Timely interest is given to these achievements by the fact that many army cantonments and aviation schools are situated in portions of the South more or less subject to malaria.

At all encampments this malaria problem is receiving attention from the regular Army authorities, while some of the communities adjoining the encampment sites are getting rid of malaria through the coöperation of the U. S. Public Health Service, the American Red Cross, and the State, county, and municipal authorities.

Even in those communities which have no malaria problem of consequence the mosquito pest is being given consideration, for it is obviously impossible to put troops through grilling hours of training unless they have proper sleep.

THE HUMAN MACHINE IN THE FACTORY

IN the early days of the great war, British munition makers adopted what appeared to be the appropriate method of "speeding up" production, viz., the prolongation of the hours of labor. Not only was the daily schedule lengthened, but Sunday and holiday work was frequently resorted to. The results did not by any means fulfil expectations. The fact became strikingly evident that there is a limit to the daily capacity of the human machine, and that, apart from the question of the worker's personal comfort and welfare, it is a poor economic expedient to over-tax his strength. Physiologists were called into council, and much began to be heard about "industrial fatigue." Eventually the Health of Munition Workers Committee was organized.

In the United States an attempt has been made to profit by the experience of the British in these matters, and at the same time to obtain fresh light on the subject of "industrial physiology." The Advisory Commission of the Council of National Defense has formed a Committee on Industrial Fatigue, the executive secretary of which is Dr. Frederic S. Lee, of Columbia University. Dr. Lee writes of the activities and discoveries of the committee in *Public Health Reports*:

From the standpoint of industrial physiology the industrial worker is looked upon as bringing to the general physical equipment of the factory his own bodily machine, the most intricate of all the machines used in the plant. This machine must be understood, it must be constantly watched, it must be used intelligently, and it must not be abused. Like other industrial machines it can be worked at different speeds, but unlike other industrial machines it cannot be worked for an indefinite period, because it is subject to the limitation of fatigue. Fatigue delays work, diminishes output, spoils goods, causes accidents and sickness, keeps workers at home, and in all these ways is an obstacle to efficiency. How fatigue can be kept down to its lowest reasonable limit, how the working power of the individual can be maintained from day to day and from week to week and be made to yield a maximum output without detriment to itself and to others—in other words, how the human machine can be used so as to obtain from it the most profit—constitutes one of the great industrial problems of the day.

The committee has made an extensive study of the output of individual factory workers, and is able to present a number of typical curves corresponding to the daily out-

put observed under different conditions and with different hours of labor.

In work that requires close attention and exact muscle coördination, there is at first a gradual rise, continuing through the first hour or two, then a fall gradually increasing throughout the remainder of the working spell. After the luncheon hour the general form of the curve is repeated, but with slight changes in detail. The rise in each spell is often called the "practice effect;" the fall, if the work is not voluntarily restricted, is usually interpreted as indicating fatigue. The greater height of the curve just after, as compared with its height just before, the luncheon hour represents the restorative effect of rest and food; and the lower point of the curve at the end of the second, when compared with that at the end of the first spell, signifies the cumulative fatigue of the day.

In occupations that are distinguished especially by their muscular character, the output curve, although more observations are here needed, seems to show progressive fatigue, but the practice effect may be wanting, and a rise followed by a fall, appears in the latter half of the spell. This late rise indicates a temporary inhibition of fatigue, perhaps a second wind; it is less, and fatigue is more, marked in the second spell.

Where work is monotonous and where it is frequently broken by natural pauses, a curve may be obtained which for both working spells is nearly a straight and horizontal line, showing a slight practice effect but no fatigue.

The American committee has found instances of another type of output, in which the figures of the total daily production by the individual from day to day, and even from week to week, show a striking uniformity, and the inference seems to be justified that the workers are not working to their full capacity but, either voluntarily or involuntarily, have fixed upon a certain quantitative output as appropriate to a day's work. This direct limitation of output might be expected where wages are paid by the day, but it is found even where piece-work rates prevail, and the worker is free to earn more by doing more.

It is widely believed, and especially by employers of labor, that longer hours mean necessarily a greater output. If industrial physiology does nothing else but show the fallacy of this notion, it will have justified itself. A man can of course accomplished more in two hours than in one hour, but it does not follow that he can accomplish more in fifteen hours than in twelve, or more in twelve than in ten, or even more in ten than in eight.

Here the American Committee has discovered a strikingly suggestive fact in the night work of one of our large munition factories, the duration of the night shift being twelve hours. After 5 a. m. the curve of output shows a rapid decline, and during the last forty minutes there is very little or absolutely no production. The elimination of the last two hours would be greatly to the advantage of the men and would probably result

in no diminution but an actual increase in the total product turned out.

Under the British Committee, Vernon has accumulated most striking statistical evidence of the beneficial results of a reduction of the hours of labor. Two instances will suffice to illustrate the point: With a group of eighty to one hundred women turning aluminum fuse bodies the reduction of the weekly hours of actual work from 66.2 to 45.6, a saving of more than twenty hours, increased the gross production by 9 per cent. When the actual weekly working hours of fifty-six men engaged in the very heavy labor of sizing fuse bodies were reduced from 58.2 to 51.2, the gross output was increased by 21 per cent.

Industrial physiology tells us, in the interest of a large output, not only to keep the hours of labor down to what experience has shown to be a reasonable limit, but to choose this limit in accordance with the fatiguing effects of the different specific occupations. It tells us to introduce recess periods into long spells, to omit Sunday

labor, and to impose overtime on already fatigued workers only in rare emergencies and when compensation can be given by free hours later. It tells us not to keep the same workers continually on the night shift, but to alternate night with day work. It tells us that each worker and each task possesses a specific standard of strength, and it indicates in what task each worker will probably prove most efficient. It tells us that each worker has a rhythm that is best adapted to his own neuromuscular mechanism and that it is advantageous to place in a squad of workers doing a specific task only those possessing similar rhythms, eliminating the faster and the slower individuals, and then to adjust the speed of operation to the common rate. Such instances as these few reveal the scope of industrial physiology and show how it is indicating some of the ways in which the most intricate of all industrial machines, the body of the worker, must be used in order to bring out its greatest usefulness.

LENINE

IN the issue of *The New Europe* dated December 6 "Rurik" gives some interesting particulars of the career and methods of the extraordinary man who in a few months has plunged Russia in chaos and civil war in the name of liberty—Vladimir Iljic Uljanov, otherwise known as Lenine.

Lenine was born of a noble family in the Government of Simbirsk forty-seven years ago. In 1887, when Vladimir was a lad of seventeen, his elder brother died on the gallows, convicted of complicity in a plot to murder Alexander III., and in the early nineties, while still a student at the university, he himself was exiled to Siberia for showing too great enthusiasm in the cause of Social Democracy.

Thus revolutionaries are made in bureaucratic countries. Released a few years later, he gravitated to Switzerland, where he preached "pure revolutionary action without any compromise with the bourgeois parties," until, in 1905, he returned to Russia to take part in the abortive revolution of that year. Thereafter Lenine was to be found, now in Paris, now in Switzerland, now in Austrian Poland, but always in touch with the revolutionary movement in Russia.

After the outbreak of the war he withdrew to Geneva, where he started a new Socialist paper, *Social Demokrat*, that preached the necessity of Russia's defeat in the war; and this fact has convinced many observers in the West that Lenine is a mere German agent. The writer, however, does not agree with this view. Even if it be true, he says,

that Lenine has taken German money, it is not for German ends. Men of his stamp are not over-scrupulous; they will stop at nothing that seems to lead them nearer the goal that they have set before them:

The whole truth about Lenine will, perhaps, never be known to this generation. A man of iron will, fanatically devoted to a new religion of Social Democracy that he has himself created, he would achieve the salvation of the poor and oppressed, not by conciliation and agreement, but by violence. His fanatical ardor is not cooled by that sense of the ridiculous which leads most men along the path of compromise.

Lenine is untouched by any sense of humor; he cares nothing for what the world may think of him, and tramples on the ideas of all who are opposed to him. In the pursuit of his goal he will leave no stone unturned; if the whole world falls over his ears, he will pursue his work of destruction without faltering until such time as he may build a new order on the ruins of the old. The destruction of order in Russia is to be but the first stage, to be followed by the disruption of the social system in every country, in Germany as well as elsewhere.

Lenine has proclaimed a new gospel of violence; those who believe that the cure for the wrongs of this generation can only be obtained by different methods must meet him with the same weapons. It is doubtful whether Lenine himself dreams of complete victory. He may well feel that the days of his triumph are already numbered, but he means to sow the seed that others may reap. With his brother's fate before his eyes, he is intent on bequeathing to Russia before he dies a legacy from which she is never to shake herself free. Before the gathering tide of reaction bursts upon him he is determined to put the peasants in possession of the land and to cripple the power of capitalism in Russia by giving the workmen rights that no government will in the future dare to wrest from them.

THE MISSION OF POETRY IN PAN-AMERICAN RELATIONS

A NEW magazine of song printed in English and Spanish and called *Pan-American Poetry* comes forward with the sole purpose of becoming a spiritual bond between the United States and the Latin Republics of the continent.¹ In the first number, which came out in February, fourteen poets are represented—seven Americans and seven Latin Americans. The magazine gives metrical versions in Spanish or English as required, printed on opposite pages. There are also full biographical and critical notes on each of the contributors, in order to familiarize the United States with the names and works of the poets of Latin America in the United States and with the work of those North American poets whose work has been translated into Spanish and has achieved popularity in Latin America.

By means of thought and feeling as expressed in song, it hopes to let flow in the soul of both Americas an inexhaustible current of sympathy, which, washing away all prejudices, may reveal to each other their real values and make it possible for them to have reciprocal understanding and respect.

The editor of this new publication is Salomón de la Selva of Nicaragua. He has been the first to assert emphatically that the realization of the Pan-American ideal is the special task of poets, rather than of diplomats or business men. He says that neither commercial relations, nor international treaties suffice to create a lasting and effectual bond between the two Americas that have been antagonistic through heedless underestimation on the part of the North, and wounded pride on the part of the South.

He calls on the poets to build and make solid the foundation of respect and sympathy on which the peace of the continent must rest. A contributing editor to a number of Latin-American magazines, he is regarded as one of the foremost poets of the

new generation in Spanish, and in the countries around the Caribbean as the "new champion of Latin-American civilization," who is accepted by Latin Americans as an intellectual representative, who has set out to unite the Americas. His mastery of English is excellent and his work in English has been praised by William Dean Howells, who writes in *Harper's* that his verses "intimate a whole conditioning of life." He has

the vigor of Masefield, and a rare delicacy, a spiritual glow, that are distinctly his own. Miss L. E. Elliott, editor of the *Pan-American Magazine*, writes that "if there were no more than the two stars of Rubén Dario and Salomón de la Selva in the Latin-American poetic firmament, one already set and the other rising with a glow of brilliant fantasy, the fact that Latin America is a mother of genius would remain proved."

Affiliated with Salomón de la Selva in the editing of *Pan-American Poetry* is Alfonso Guillén Zelaya, of Honduras, a poet in whom José Santos Chocano finds "a clear spring flowing from virgin soil, shadowed by trees of home, virtuous with

the true spirituality of the (Latin) race." He is at present in the United States in the diplomatic service of his country. There are four other editors: Pedro Henríquez Ureña, Latin America's most notable scholar, who is now a professor at the University of Minnesota, and who as a professor in the University of Mexico in the past, is intimately connected with the literary movements of that country. His father is president of his native land, Santo Domingo; Martín Luis Guzmán is a Mexican who has distinguished himself as a critic and a sociologist and has won considerable reputation in Latin America and Spain. He is in New York editing *El gráfico*, a magazine of sociological interest published in Spanish. John Pierrepont Rice and Thomas Walsh are both Americans; the former is Professor of Spanish Literature at Williams College, and his excellent translations from the Span-



S. DE LA SELVA
(Editor of *Pan-American Poetry*)

¹ Pan-American Poetry, A Magazine of Song in English and Spanish. 132 West 47th Street, New York. \$2 yearly subscription.

ish have been published in American magazines, especially in *Poetry*, of Chicago; the latter is a well-known poet and a lover of Spanish letters, joint translator with Salomón de la Selva of the "Eleven Poems" of Rubén Dario," edited by the Hispanic Society of America, and published by Putnam's two years ago.

The number of translators on the staff of *Pan-American Poetry* is quite large and in it all the countries of the continent are represented. Foremost among them are: Ma-

riano Brull, of Cua; Hipólito Mattonel, of Bolivia; Jorge Molina, of Venezuela, and Miss Alice Stone Blackwell. The Brazilian section (in Portuguese) is in charge of Miss L. E. Elliott, whose exhaustive work on Brazil has just been published.

Three North American poets, according to Salomón de la Selva, are admirably translated into Spanish and widely read throughout Latin America. They are Walt Whitman, Edgar Allan Poe, and Edna St. Vincent Millay.

CHICAGO'S SPIRITUAL SIDE

IN his series of articles in *Scribner's* on "The Valley of Democracy" Meredith Nicholson writes in the February number on Chicago, which he describes as "the industrial and financial clearing-house, the inspirational center of the arts, and the playground for 50,000,000 people." Thus Mr. Nicholson characterizes the mid-western metropolis which is the subject of three articles published elsewhere in this number of the REVIEW OF REVIEWS.

Passing from the more familiar and concrete aspects of the city, Mr. Nicholson devotes the concluding portion of his article to Chicago's artistic and spiritual interests. He says:

That the total receipts of live stock for one year exceeded 14,000,000, with a cash value of \$370,938,156, strikes me as less impressive than the fact that a few miles distant exists an art institute, visited in 1916 by 922,310 persons, and an art school that affords capable instruction to approximately 3000 students annually. Every encouragement is extended to these pupils, nor is the artist, once launched upon his career, neglected by the community. The city provides, through a Commission for the Encouragement of Local Art, for the purchase of paintings by Chicago artists. There are a variety of private organizations that extend a helping hand to the tyro, and lectures and concerts are abundantly provided.

Chicago's capacity to assimilate good music is hardly second to that of Boston or New York. Mr. Nicholson pays fitting tribute to the symphony orchestra founded by Theodore Thomas and conducted since his death by Frederic Stock, which offers a series of twenty-eight concerts a year. The building of Symphony Hall, the home of this orchestra, was made possible by con-

tributions from 8,000 Chicagoans. For ten weeks every winter Chicago enjoys the luxury of grand opera rendered by singers of the very first distinction.

As to literature, the mere fact that Chicago is the home of the *Dial*, a critical journal of the highest quality, and of *Poetry*, a magazine devoted solely to verse, testifies to the city's genuine interest in letters. Mr. Nicholson also finds that the criticism of the drama, music and art in the Chicago newspapers is sound and discriminating.

Notwithstanding the city's large foreign-born population, the predominating element of which is German, the American cause in this war is nowhere more loyally supported than in Chicago. As early as June, 1916, a great preparedness parade, in which 150,000 persons participated, gave a noteworthy expression of the city's patriotic ardor and at a great meeting in the Stock Yards pavilion last May 12,000 people greeted Colonel Roosevelt. The support of the Allies' cause was further manifested at the time of the visit of Field Marshal Joffre and M. Viviani. Every responsibility entailed by America's entrance into the war was met with an enthusiasm that reflected the patriotic attitude of the Middle West. In conclusion Mr. Nicholson says:

The flag flies no more blithely or securely anywhere in America than in the great city that lies at the northern edge of the prairies that gave Lincoln to be the savior of the nation. Those continuing experiments and that struggle for perfection that are the task of democracy have here their fullest manifestation, and the knowledge that these processes and undertakings are nobly guided must be a stimulus and an inspiration to all who have at heart the best that may be sought and won for America.

EUROPE AND THE FOOD CRISIS

THE causes of the present food crisis in all European countries, and the possible remedies therefor, have called forth many articles in the leading European journals; among these that contributed to *Nuova Antologia* by Signor Gaetano Mosca, member of the Italian Chamber of Deputies, is well worthy of attention.

The writer notes that while in ancient times and in the Middle Ages we have record of wars in which all the able-bodied freemen were called upon to participate, the slaves and the serfs were almost always exempted from military service. Even in our own day, a Tripolitan tribe, for instance, can easily put in the field the tenth part of its number, but before the sowing and the harvesting of the barley the campaign must have ended.

This is perhaps the first time in history that it has been necessary to withdraw for three or four consecutive years, from the usual constant productive work, one-half of the population normally devoted to peaceful labor, intellectual or manual.

To support this there has been needed a patriotism and a spirit of self-sacrifice that will be the wonder of succeeding generations, the one and the other being sustained by the admirable and iron-bound organization of the modern state.

However, as we have to do with a condition of things unique in history, it is but natural that some errors should have been committed, due to inexperience and to the resulting lack of foresight, and that but few have been able to forecast the possible duration of the war, and fewer still have been able to form an adequate conception of all the difficulties that were to be encountered

owing to the very uncertainty of this duration.

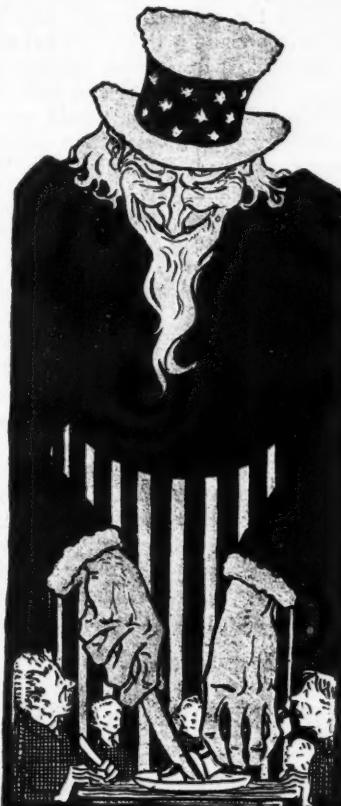
In countries where agriculture flourishes, one of the inevitable consequences of the lack of farm laborers has been a lessened production, above all of those cereals for the cultivation of which the land must be prepared and fertilized each year, the seed sown, the necessary care given to the plants as they spring up, and the harvest then gathered, and all these operations attended to at fixed times, rendering it necessary to make good by longer working days for the smaller number of workers available.

The diminution in the French production, due to a shortage of labor and to the loss of a not inconsiderable part of French territory, appears in the statistics of the wheat harvest, for the proper understanding of which we must bear in mind that the normal annual requirement in recent years has been a little over 291,000,000 bushels. The progressive decrease from 1914 to 1917 is as follows:

1914	260,000,000	bushels
1915	205,000,000	"
1916	197,000,000	"
1917	150,000,000	"

AMERICA AND EUROPE'S BREAD
"Not too much bread, friends, it is
bad—for me!"

From *De Notenkraker* (Amsterdam)



Thus in the year just past scarcely more than one-half the amount of wheat needed for the annual consumption in France has been produced.

In Germany, the failure of the food conservation regulations appears evident if we compare the words spoken by Helfferich before the Reichstag on March 21, 1917, with something that transpired three days later. In his speech the ex-chancellor declared that "thanks to the food policy pursued from the beginning of the year, Germany, that besieged fortress, has the lowest prices for cereals in the world."

Three days later was published a regulation reducing the ration of bread, from that time to the end of the harvest, from 250 grams to 200 grams a day for each person, and the quantity of flour allowed to each person from nine to six and a half kilograms per month. Besides this, the supplementary ration for the very young and the extra ration for those engaged in especially arduous occupations was put down 25 per cent.

Evidently the speaker had failed to see the close relationship between the low price of cereals and the scarcity of bread, nor had he taken the pains to ask of the workers and of the middle-class citizens of Berlin whether they might not prefer to pay a little more for their bread and have 300 grams, or 400 grams, instead of only 200 grams a day, although they were given the satisfaction of paying a little less for the smaller quantity than they would have had to pay in Paris, or London, or Rome.

As to the possible remedies in the Entente countries, Signor Mosca insists that any regulation of prices must be applied with the greatest caution, and he does not believe that it is possible, or even desirable, to hold the prices for the home product at a figure very much lower than that which has to be paid for grain imported from abroad. Otherwise the home production will tend to

decline and the country will be forced to purchase more and more of the high-priced imported grain.

Regarding the amount available for importation, Signor Mosca believes that a notable quantity of wheat, a quantity not easy to estimate, is held back in the exporting countries, but he recognizes that to force this wheat out might necessitate an altogether undue raising of the price, which, coupled with the cost and difficulty of transportation, would constitute a grave problem. An alleviation might be sought in the importation of rye and barley, and above all of corn, in view of the immense crop of this staple produced every year in the United States of America.

In Italy, the shortage might be in some measure overcome by utilizing as large a quantity as possible of the beans, barley and rye now used for fodder, while in England much of the barley employed for the making of beer might be made use of for food, if this has not already been done. Rice is another resource. In many Oriental countries this is a chief staple of diet, and were it not for the difficulty of transportation considerable quantities might be brought to Europe. Indeed, transportation from the Far East is perhaps less risky than it is from America, as the submarines do not operate beyond the Suez Canal.

SHORTAGE OF FUEL IN SWITZERLAND

THE United States is not the only country to feel the pangs of fuel famine.

The serious trouble experienced by some of the neutral nations on account of the cutting-off of the supplies of coal is shown in recent reports from Switzerland, where the situation is fast assuming proportions of a fuel famine. In this republic, various official restrictions regarding the use of fuel have been put into effect; and at the same time strenuous efforts are being made to locate and develop the home supplies. Switzerland is probably suffering more than any other neutral nation from this shortage, and *Engineering* (London) recently printed a summary of restrictions lately adopted by the government of the Canton of Zurich.

These provide that private houses must not be heated, unless the temperature for three successive days has been below 10° C.

(50° F.), and on days when it has been below 5° C. (41° F.) the previous evening. The temperature of residences, schools, offices, and workshops is not to exceed 16° C. (60.8° F.), in shops not above 14° C. (57.2° F.), in bedrooms not above 12° C. (53.6° F.). Hot-water appliances must be used only once a week, the school baths once a month, while other public baths are closed on Mondays and Tuesdays. In cafés, restaurants, etc., heating from 10 p. m. to 10 a. m. is prohibited, and no hot food must be served after 9 p. m. All offices are to close at 5 o'clock, and museums, libraries, etc., must not be heated at all. The schools are to save 35 per cent., churches and chapels 50 per cent., cafés and restaurants 35 per cent., shops and public buildings 25 per cent., and other establishments according to circumstances from 20 to 40 per cent. of the quantities of fuel hitherto used. In four-

room residences only one room must be heated, in larger residences only two. Endeavors have quite recently been started to exploit the examination of the possible deposits of coal, lignite, and petroleum, but the work is still in its initial stages. Borings for coal were made in Wallis, Jura, and Herdern, etc., while lignite deposits were being explored at Gondiseril, Ufhusen, and Zell. Lignite has also been discovered at Fösytal.

These mining operations have attracted the attention of outside capital, and the Wallis deposits are being exploited by the International Development Associated Mines Company at Sitten. The preliminary work has resulted in finding some anthracite, but it is far from being of the best quality and does not as yet give much promise as a prospective fuel source.



REDUCING THE BREAD RATION

Well, I can make up leeway with this. Well, at least I shall have a little more money for coal—if I can get it.

From *Nebelspalter* (Zurich)

ALLIED MISTAKES FROM A BRITISH STANDPOINT

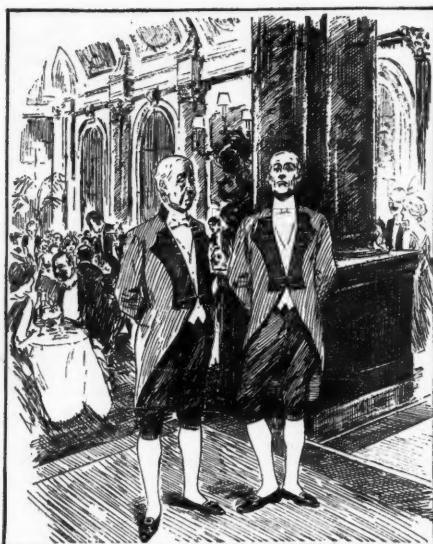
IN the *Fortnightly Review* (London) for January Dr. E. J. Dillon, long known as one of the best-informed specialists on eastern European politics, analyzes in a remorseless way the deficiencies of the British coalition government as revealed by the errors and failures of the Allies in their attempts to crush Germany and bring the war to a speedy and successful conclusion.

Referring to Prime Minister Lloyd George's reiterated statement that the Entente has men, munitions, and resources and that "if we have the will to win, we shall win," Mr. Dillon thinks it is only fair to ask: "Is not the most important of all resources capacity to use effectively the materials which the self-denial of the peoples have so lavishly provided, and is it not precisely in this quality that the Allies are hopelessly deficient?" The answer to this query which Dr. Dillon reads in the story of Allied operations for three and one-half years is "That the Entente may have more men and munitions than the enemy and may employ them in a nobler cause, but that if its leaders are incompetent they will waste the materials, miss the opportunities, fail of their objects, and lose their cause."

Dr. Dillon reminds us that in the Russo-Japanese war Russia was much better off than Japan for men and munitions. Yet

she lost the war because she was wanting in leaders and in organizing capacity. Dr. Dillon believes that the Allied peoples have indeed the will to win, but that their governments have failed to translate that will into efficacious acts. His judgment of the Allied leaders, however, is tempered with mercy. He does not think that they can be fairly blamed for lack of knowledge. "If they are not only unacquainted with the master facts of the problem, but are also unaware of their ignorance, they can hardly be condemned for neglecting to have recourse to those specialists who do know." These statesmen are grouped and labeled by Dr. Dillon "Ritzonians":

The Ritzonian is one of an intellectually and morally middle-class crowd who loves indolence and luxury, loathes system, shuns effort, feels an insolent contempt for merit and labor, and fancies himself fitted to undertake a task of any magnitude. In the political sphere Ritzonianism is pettifoggery, improvisation, distrust of general principles, and negation of the law of causality. It is a trait of the Ritzonian statesmen that they purvey flaccid purpose with stunted aims, which they seek to achieve by expedients and compromises. It was they who thought that in the ruthless struggle between intelligent organization and haphazard improvisation the latter must win in accordance with the doctrine of muddling through. Of that struggle they adopted a narrow, rootless conception and shaped their fitful action



LONDON LUXURY AND INDOLENT IN WAR-TIME
Scene—Luxurious Restaurant of Capacious and Eligible Hotel.

FIRST INDISPENSABLE: "I see there's been some talk of commandeering the British Museum for the Air Board."

SECOND DITTO: "Well, what about it? They might have taken a place that really matters—like this."

From *Punch* (London)

congruously with that. They scorned to question the men conversant with the countries, peoples, and governments on whose behavior the success of our undertakings depended, and when information, advice, or warnings were volunteered, the authors were snubbed and their writings suppressed.

Notwithstanding the belief in the future of German democracy expressed by President Wilson, whom he characterizes as "a prophet as much as a statesman," Dr. Dillon ventures the assertion that nothing is further from the present intentions of the German people than the dethronement of the Kaiser and the proclamation of a Republic. As an abstract proposition, it may be true enough that the democratic type of society perfected on a basis of general pacifism would solve the problems that made wars inevitable in the past, but as a practical policy in this crisis Dr. Dillon feels that it has little chance of being realized.

Meanwhile, the Allied peoples, who have to carry the burdens of both war and peace, are awakening to the fact that they have been balked of their aims by their own leaders, and "the twilight of the Ritzonian amateurs" is apparently setting in.

A DEMOCRATIC SOLUTION FOR ALSACE-LORRAINE

AT least three distinct propositions are before the world regarding the disposition of the provinces of Alsace-Lorraine. One group of statesmen would have an agreement reached as to these provinces before the nations entered a peace conference; others would leave the matter to the debate and determination of the peace conference while a third group contends that final decision should rest with the inhabitants of the provinces themselves.

The details of the so-called democratic or referendum proposition are considered in an article contributed to the *World Court* (New York) for January by Ernest Cawcroft. After reviewing briefly the unfortunate history of the provinces, and examining the provisions of the treaty of Frankfort by which they were ceded to Germany in 1871, this writer puts three questions: "Had France a right to cede and Germany a right to seize the provinces of Alsace-Lorraine without the deliberate and expressed consent of the people of those terri-

tories? Has France a right to take back those territories without the consent of the people? Has Germany a moral right, even



ALSACE-LORRAINE IN RELATION TO FRANCE AND GERMANY

at the behest of France, to bargain away the peoples of these provinces for the purpose of inducing peace and retaining through that peace an imperialistic title to other lands and other peoples on the Eastern frontier?" Mr. Cawcroft answers all three of these questions in the negative, finding his justification in the words addressed by President Wilson to Congress on January 22, 1917: "No right exists anywhere to hand peoples about from sovereignty to sovereignty as if they were property."

The problem, as Mr. Cawcroft points out, is far more complicated now than it was in 1871. So far as the racial elements of the

population are concerned, authorities differ, but seem to be agreed that the people are basically Celtic and that after the successive changes of territorial title and the repeated marriages between native women and the male invaders during ten centuries "have produced a melting pot which melts." As to language, French was in 1910 the spoken language of 204,000 inhabitants out of 1,800,000. The large majority of the population were undoubtedly Teutonic. This, of course, was brought about by the influx of French since 1871 and the simultaneous influx of Germans.

The enormous industrial development since 1871 typified by the fact that in 1913 three-fourths of Germany's output of pig iron came from German Lorraine is a further complication of the problem. This leads Mr. Cawcroft to suggest that whereas formerly the problem of Alsace-Lorraine was between France and Germany, and was strategic in character to-day it is economic and world-wide in its main features. In his view the peace conference at the end of this war must approach a democratic solution of the Alsace-Lorraine problem along these lines:

1. That the Conference as an initial act declare in the name of all free men, that it divests the German Empire of all title to Alsace-Lorraine, thereby putting its stamp of approval upon a democratic rather than a dynastic or imperialistic solution.



THE VALUE OF LORRAINE IN TERMS OF COAL AND IRON—GERMANY'S SOURCE OF POWER SINCE 1871

2. That three propositions be submitted to a vote of qualified persons under the supervision of the Peace Conference:

(a) Shall the Provinces of Alsace-Lorraine be and become an independent nation? If this be answered in the negative, then the votes be counted on:

(b) Shall the ceding of the provinces to Germany under the Treaty of Frankfort be approved?

(c) Shall the Provinces return to France?

Taking account of the fact that the exodus of French from these provinces has given the latter-day Germans a voting majority—an injustice, considering the arbitrary conditions under which the French migrated and the Germans settled on their lands—Mr. Cawcroft proposes that the peace conference remove this objection by providing that the vote shall be confined to the owners of the soil, but as to the French that the immediate heirs at law of the migrating Frenchmen be voted through boards constituted by the peace conference.

Not content to stop with the solution of the problem in its political aspects only, this writer suggests that whatever may be the result of the referendum the peace conference provides for the economic neutralization of these provinces, meaning by this that the right be given to all nations to purchase the ores, phosphates and raw materials of Alsace-Lorraine on the same basis and that if export tariffs be levied the same rate shall be collected from all.

THE NEW BOOKS

THE WAR AND ALLIED TOPICS

A Survey of International Relations Between the United States and Germany. August 1, 1914-April 6, 1917. By James Brown Scott. Oxford University Press. 390 pp. \$5.

A well-written and authentic review of all the diplomatic correspondence and state papers showing the relations between the United States and the Imperial German Government during the period of our neutrality in the Great War, from August 1, 1914, to April 6, 1917.

The Willy-Nicky Correspondence. By Herman Bernstein. Alfred A. Knopf. 158 pp. \$1.

Highly interesting and intimate telegrams exchanged between the Kaiser and the Czar of Russia during the years 1904-1907. In a foreword Colonel Roosevelt strongly commends the publication of this correspondence as "a service to this nation and to all mankind."

Democracy and the War. By John Firman Coar. G. P. Putnam's Sons. 129 pp. \$1.25.

The addresses that make up this little volume are the work of an American professor of the German language and literature, who has strongly opposed the policy of German propagandists in American institutions of learning, and has recently been called to a professorship at the University of Alberta, Canada.

Anglo-German Rivalry as a Cause of the Great War. By Oscar A. Marti. Boston: The Stratford Company. 83 pp. \$1.

This work, presented as a thesis to the Department of History of the University of Southern California, deals with commercial and colonial trade rivalry. The concluding chapter is an account of the Bagdad Railway project.

Nelson's History of the War. Vol. XVIII. By John Buchan. Thomas Nelson & Sons. 280 pp. Ill. 60 cents.

This volume of "Nelson's History" covers the period from the German overtures for peace in the Autumn of 1916 to the American declaration of war in April, 1917. Appendices contain documents connected with the German and American peace notes and President Wilson's message of April 2, 1917.

Causes and Pretexts of the World War. By Oreste Ferrara. American-Neo-Latin Library: New York. 314 pp. \$1.50.

A remarkable study of European politics from the Franco-Prussian War in 1871 to the outbreak of the Great War in 1914 by a Professor of Public

Law in the University of Havana. The volume is translated from the third Spanish edition by Mildred Stapley. An interesting feature of the book is the author's treatment of the attitude of Spain and of Latin America.

Germany's Annexationist Aims. By S. Grumbach. Translated by J. Ellis Barker. E. P. Dutton & Co. 149 pp. \$1.50.

A reproduction in English of extracts from many of the German publications and official documents on the subject of annexation which were contained in Herr Grumbach's volume of 500 pages that was published last year in Switzerland. The war aims of the German Annexationist party are here clearly set forth.

Under Fire. By Henri Barbusse. E. P. Dutton & Co. 358 pp. \$1.50.

A vivid picture of French army life in the trenches from the viewpoint of the man in the ranks. The author is a realist of the Zola type, and some of his chapters dwell on the shadows rather than the lights; but taken all in all, it is probably a fair statement of the French soldier's attitude towards his job.

"Crumps": the Plain Story of a Canadian Who Went. By Louis Keene. 156 pp. Ill. \$1.25.

The title of this book is borrowed from a word that has come into vogue especially among the Canadian troops on the Western Front to represent the noise made by flying shells in the air overhead. The author is an artist who relates his experiences among the "Canadians who went," and General Wood does Captain Keene the honor of writing an enthusiastic foreword to this account of service as a machine-gun officer.

The Diary of a Nation. By E. S. Martin. Doubleday, Page & Co. 407 pp. \$1.50.

Of this book it may at least be said that in it the Great War is approached from a novel angle. It consists of a series of extracts in chronological order from the editorial observations of *Life*, the New York humorous weekly. Mr. Martin's treatment of the subject is especially interesting as showing the gradual crystallization of public opinion in this country in the months and years preceding our actual entrance into the war.

Woodrow Wilson and The World's Peace. By George D. Herron. Mitchell Kennerley. 173 pp. \$1.25.

This work by an American Socialist long resident abroad has been widely read in Europe as an able defense of President Wilson's policies.

America Among the Nations. By H. H. Powers. Macmillan. 359 pp. \$1.50.

In a work published in 1916 and entitled "The Things Men Fight For," Professor Powers considered the problem of war as related to modern nations and more particularly to those at that time engaged in the great conflict. Since that book was published the United States has entered the war and by so doing has joined the European family of nations. In the present volume Professor Powers undertakes to help Americans, as he puts it, to "get the family point of view."

Facing the Hindenburg Line. By Burris A. Jenkins. Fleming H. Revell. 256 pp. \$1.25.

Personal observations at the front and in the camps of the British, French, Americans, and Italians during the campaigns of 1917.

All In It! "K (1)" Carries On. By Ian Hay. Houghton, Mifflin Co. 239 pp. \$1.50.

Another of those inimitable narratives by the author of "The First Hundred Thousand."

The Cross at the Front. By Thomas Tip-
lady. Fleming H. Revell Company. 191 pp. \$1. The stirring personal experiences of soldiers in the trenches as related by a field chaplain at the front.

The Invisible Guide. By C. Lewis Hind. John Lane Company. 203 pp. \$1.

Reflections on immortality by one who had lost a dear friend in the war.

Letters of a Canadian Stretcher-Bearer. By R. A. L. Little, Brown & Co. 288 pp. \$1.35.

The full name of the writer of these letters is withheld until the close of the war for military reasons. It is stated, however, that while British born he had lived some time in the United States before joining the Canadian expeditionary force as hospital orderly and later as a battalion stretcher bearer. He has been three years in service.

A Crusader of France. Letters of Captain Ferdinand Belmont. Translated from the French by G. Frederic Lees. E. P. Dutton & Co. 366 pp. \$1.50.

A reflection of the spirit of the French nation through the letters of a captain who served in the army from the outbreak until he was killed in action at the end of 1915.

On the Field of Honor. By Hugues Le Roux. Houghton, Mifflin Company. 281 pp. \$1.50.

The story of a young French lieutenant who was mortally wounded in his first engagement. Several of the young officer's letters from the front are included.

Campaigns and Intervals. By Jean Giraudoux. Houghton Mifflin Company. 273 pp. \$1.50.

Lieutenant Giraudoux, who before the war was a novelist and diplomat, describes in this book his experiences during the campaigns on the Western Front and at the Dardanelles. He is

one of the French officers who came to America to give instruction in our training camps.

The Story of Ypres. By Capt. Hugh B. C. Pollard. Robert M. McBride. 118 pp. 75 cents.

Captain Pollard of the London Regiment tells in this little book the story of the far-famed "Wipers." Several maps accompany the text and there are special illustrations from drawings by Thomas Derrick.

France Bears the Burden. By Granville Fortesque. Macmillan. 214 pp. \$1.25.

An American correspondent's observations of the fighting on the Somme, at Verdun, and in the Argonne, supplemented by a discussion of the French military organization and method of warfare. A foreword is contributed by the High Commissioner of France in America, M. André Tardieu.

To Arms! By Marcelle Tinayre. Translated by Lucy H. Humphrey. With a Preface by John H. Finley. 292 pp. \$1.50.

By means of this graphic visualization of the events related to French mobilization in August, 1914. Dr. John H. Finley, of New York, who was in France at that time, writes a preface to the volume.

A Second Diary of the Great Warr. By Samuel Pepys, Jr. John Lane. 302 pp. Ill. \$1.50.

The first volume of this famous chronicle ran into seven editions in England and two in America. It was accepted everywhere as a wonderful epitome of English thought about the war. It ended with December, 1915. The present volume is a continuation from January, 1916, to June, 1917. It is written on the same general lines as its predecessor, chronicling the war itself, as well as the diarist's personal adventures. The drawings by John Kettewell are extremely clever and entertaining.

Women War Workers. Edited by Gilbert Stone. Thomas Y. Crowell Company. 320 pp. Ill. \$1.65.

This book is made up of accounts contributed by representative workers of the work done by British women in the more important branches of war employment.

Women and War Work. By Helen Fraser. G. Arnold Shaw. 302 pp. Ill. \$1.50.

An intelligent survey by an English woman now lecturing in this country concerning the various activities of women in her own country since the outbreak of the war. American women will find in Miss Fraser's book not a few suggestions, and in the words of President MacCracken, of Vassar, "new lessons of co-operation and of selfless devotion."

Six Women and the Invasion. By Gabrielle and Marguerite Yerta. Macmillan. 377 pp. \$2.

A graphic picture of life in France in the provinces occupied by the Germans. The lo-

cality is that of Laon, where the inhabitants escaped the atrocities that marked the German retreat after the Battle of the Marne, only to suffer a long drawn out, iniquitous régime of petty tyranny and systematic robbery.

Marching on Tanga. By F. Brett Young. E. P. Dutton & Company. 265 pp. Ill. \$1.50.

A vivid and picturesque account of the British campaign under General Smuts in East Africa by a member of the expedition.

At the Serbian Front in Macedonia. By E. P. Stebbing. John Lane Company. 245 pp. Ill. \$1.50.

Descriptions by an eye witness of the fall of Florina, the taking of Kajmactalan by the Serbians, the French front on the Monastir plain, the battlefields of Bonitsa and the Gornicevo, together with an account of the Allies' operations on the Western wing from July to November 1916. The book is illustrated from photographs by the author.

The Story of the Anzacs. Melbourne: James Ingram & Son. 153 pp. Ill.

An historical account of the part taken by the Australian and New Zealand troops from the outbreak of the war to the evacuation of Gallipoli in December, 1915.

Norman Prince. With Memoir by George F. Babbitt. Houghton Mifflin Company. 75 pp. Ill. \$2.

The letters of a young Harvard graduate who lost his life after rendering distinguished service in the French Aviation Corps. A brief memoir by George F. Babbitt prefaces the volume.

The Defenders of Democracy. Edited by the Militia of Mercy. John Lane Company. 324 pp. Ill. \$2.50.

A gift-book made up of contributions from representative leaders of the Allies and our country.

America's Black and White Book. By W. A. Rogers. Cupples & Leon Company. 100 pp. Ill. \$1.

A series of 100 war cartoons by W. A. Rogers, of the New York *Herald*.

In the Wake of the War. By Harold Hodge. John Lane Company. 226 pp. \$1.50.

A criticism of the British parliamentary system with suggestions for the government of the Empire after the war.

Alsace-Lorraine. By Daniel Blumenthal. G. P. Putnam's Sons. 60 pp. Ill. 75 cents.

This is a presentation of the claims of the two provinces by an Alsatian who was formerly a Deputy in the German Reichstag, a Member of the Alsace-Lorraine Senate, and for nine years Mayor of the Alsatian city of Colmar. He was eight times condemned to death by the German Government, because of his escape from the Empire and his attempt to state before the world the case for "disannexation."

The Prisoner of War in Germany. By Daniel J. McCarthy, M.D. Moffat, Yard. Ill. 344 pp. \$2.

Dr. McCarthy acquired the material for this book while the United States was still a neutral nation, and he was investigating prison-camp conditions in Germany as a representative of the American Embassy at Berlin. His work was highly praised by Ambassador Gerard. His account of the treatment accorded prisoners of war in Germany is marked by freedom from every form of sensational statement, and the fairness of his judgments will not be questioned.

The Collapse of Superman. By William Roscoe Thayer. Houghton Mifflin Co. 77 pp. 60 cents.

A satire on the Prussian dreams of world supremacy. The greater portion of the essay originally appeared in the *Saturday Evening Post* of November 10, 1917.

The German Menace to America. Address delivered by George R. Wallace, Esq., of Pittsburgh, before the Chamber of Commerce of Pittsburgh, October 2, 1917. Nicholson Printing Co. 16 pp. 10 cents.

You Are the Hope of the World. By Hermann Hagedorn. Macmillan. 100 pp. 50 cents.

An appeal to the patriotism of the boys and girls of America.

Pawns of War. A Play. By Bosworth Crocker. With a Foreword by John Galsworthy. Boston: Little, Brown & Co. 85 pp. \$1.25.

A play woven around Germany's plans for a short war through the invasion of Belgium in August, 1914. A foreword is supplied by John Galsworthy.

An Open Letter. To the Right Honorable David Lloyd George. By Lajpat Rai. B. W. Huebsch. 62 pp. 25 cents.

A plea for Home Rule in India.

Let Us Kill the War. By Nino Salvaneschi. Art Edition of *Bianco e Nero*. 68 pp.

A pro-Ally argument from the Italian standpoint.

Patriotic Toasts. By Fred Emerson Brooks. Chicago: Forbes & Company. 96 pp. 50 cents.

A French expert's analysis of the principles and methods of modern warfare.

The New Warfare. By G. Blanchon. Thomas Y. Crowell Company. 254 pp. \$1.50.

A French expert's analysis of the principles and methods of modern warfare.

The Whistling Mother. By Grace S. Richmond. Doubleday, Page & Co. 31 pp. 50 cents.

A war-time story written for mothers and for mothers' sons as well.

League of Nations. By Theodore Marburg. Macmillan. 139 pp. 50 cents.

The former Minister of the United States to Belgium gives in this little volume the history of the movement in America to establish a League to Enforce Peace. Ex-President Taft contributes a foreword.

A League to Enforce Peace. By Robert Goldsmith. Macmillan. 360 pp. \$1.50.

A discussion of the principles on which is based the world movement for a league of nations to provide guarantees against the breaking of peace. President A. Lawrence Lowell, of Harvard, supplies the introduction.

Army and Navy Uniforms and Insignia. By Colonel Dion Williams. Frederick A. Stokes & Co. 302 pp. Ill. \$1.

Hand-to-Hand Fighting. By A. E. Marriott. Macmillan. 80 pp. Ill. \$1.

Small Arms Instructors' Manual 1918. Compiled by the Small Arms Instruction Corps. With an Introduction by Captain C. C. Griffith. E. P. Dutton & Company. 184 pp. Ill. 60 cents.

French for Soldiers. By Arthur F. Whittem and Percy W. Long. Harvard University Press. 130 pp. 75 cents.

Simplest Spoken French. By W. F. Giese and Barry Cerf. Holt. 114 pp. 65 cents.

The Soldier's Mentor. By Georges Bigot and A. F. Bouvet. The Writers' Press Association. 102 pp. 75 cents.

Sailors' Book of Worship. Compiled by A. Hallett. Abingdon Press. 163 pp. 25 cents.

Soldiers' Book of Worship. By A. Hallett. The Abingdon Press. 163 pp. 25 cents.

HISTORY AND POLITICS

National Progress 1907-1917. By Frederic Austin Ogg. Harper & Brothers. Vol. 27. 430 pp. Ill. \$2.

In the decade of American history covered by this volume the reaction against the rule and greed of corporations gained great momentum within the nation, while without our interest in foreign affairs was greatly enlarged until we came to have a conspicuous part in the world policies of both hemispheres. Three of Mr. Ogg's chapters are devoted to the relations of the United States to the World War from its beginning to the action by Congress in April, 1917. The whole story is clearly and succinctly told.

Principles of American Diplomacy. By John Bassett Moore. Harper & Bros. 477 pp. \$2.

In this volume the history of American foreign policy, as traced in Professor Moore's earlier work, "American Diplomacy: Its Spirit and Achievements," is brought down to date. Since 1905 many incidents have occurred that have already affected that policy and are likely to modify it yet more in the future. The presentation of all this material in a single volume is a distinct service both to the student and the general reader.

The New Era in Canada. Edited by J. O. Miller. E. P. Dutton & Co. 421 pp. \$1.75.

Some of our very best thinkers and leaders in Canada have joined in contributing to an admirable volume of essays on the social and political progress and future of the great Dominion that occupies half of the territory of North America. Mr. Stephen Leacock, so well known as a humorist, is here found in his more serious character of Professor of Political Science in McGill University. He writes the opening and closing chapters. Other contributors are Sir Clifford Sifton

and Professor Wrong, of Toronto University, who writes wisely and sensibly about the bi-lingual question. Mr. Glazebrook and Mr. Dafoe write of the future place of Canada in the British Empire. Sir Edward Walker deals with the larger economic aspects of the commonwealth. The book is most timely and instructive.

England's Debt to India. By Lajpat Rai B. W. Huebsch. 364 pp. \$1.50.

A severe arraignment of England's fiscal policy in the government of India. In an earlier work, "Young India," the author had discussed British rule in India from the political standpoint. In the present volume he reviews the economic effects of that rule. The authorities for his statements are in the main British, not Indian.

The Irish Home-Rule Convention. By John Quinn and George W. Russell. Macmillan. 183 pp. 50 cents.

The principles underlying the Irish Home Rule question are discussed in this volume by the famous Irish publicist, George W. Russell ("A. E."), Sir Horace Plunkett, and John Quinn. All in all, the book affords an admirable survey of the matters with which the recent Home Rule Convention was concerned.

France, England, and European Democracy 1215-1915. By Charles Cestre. Translated from the French by Leslie M. Turner. G. P. Putnam's Sons. 354 pp. \$2.50.

A frank and illuminating study of the principles of historical development underlying the present alliance of France and England in the cause of democracy. The book is also a good summary of the work that France and England have done in the past seven centuries to promote democratic ideals.

THE HOUSEWIFE'S WAR-TIME BOOKSHELF

THE question before every housewife during the coming months will be: How can I best serve the Government? The answer is this: By saving in the operating cost of the household, checking the reckless, wanton waste of food; by standards of simplicity and economy. The food situation in the Allied countries of western Europe and in this country is exceedingly grave. Unless we increase the production of food and conserve present supplies, we may come to the pass when we shall be glad to eat any food we can obtain. Housewives must envision in their kitchens the welfare of the nation, and the successful carrying on of the war, when menus are planned for their respective families. It is not easy to kill an appetite for rich and extravagant food, nor to subdue a desire for expensive living. But with determination and the help of the many excellent books now published to meet the present exigencies of households, we should find it not too difficult to evolve new standards of thrift and simplicity in the home.

The first step towards the scientific reorganization of the household and the conservation of food is to keep a house account. Several kinds of budget-sheets are offered for this purpose. "The Fraser Budget,"¹ a simple, compact, and self-proving record for personal and family expenses, will induce the saving habit.

"Where the Money Goes,"² is another convenient budget, published by the *Ladies' World*, which gives a simple, easy and adequate method of accounting for all family expenses, and discovering where the leaks in the family income are.

The second consideration in household efficiency must be that of labor-saving devices. Domestic labor is scarce and may soon be practically unobtainable.

"The Labor-Saving House,"³ by Mrs. C. S. Peel, solves all the questions of labor saving for the average middle-class house. The plans and suggestions are practical, and reduce housework and cookery to matters that require but little time out of the busy woman's day. Women are advised to plan their own houses, particularly the kitchens. Quoting from the narrative of "Kipps," Mrs. Peel says: "It's 'aving 'ouses built by men makes all the work and trouble . . . They build these 'ouses as though girls wasn't 'uman beings."

S. Agnes Denham's "Marketing and Housework Manual,"⁴ covers the advances made in scientific household management during the twenty-year period of the author's individual study and experiment. Practically everything the housewife needs for efficiency in the home is packed into the pages of this useful book. The author is instructor in the Garland School of Home Making, in Boston.

¹The Fraser Budget. Tapley Specialty Co. 75 cents.
²Where the Money Goes. Ladies' World. McClure Publications.

³The Labor-Saving House. By Mrs. C. S. Peel. John Lane. 187 pp. \$1.25.

⁴Marketing and Housework Manual. By S. Agnes Denham. Little, Brown. \$1.50.

Cookery

"The Chinese Cook Book,"⁵ by Shiu Wong Chan, contains recipes for preparing over 100 Chinese dishes in novel ways unknown to American housewives. The Chinese method of cooking was invented, it is said, by the Emperor of Pow Hay Se, 3,000 B. C. Its basis is that of a scientific balance of required articles of diet. Flavors are especially considered in their effect upon digestion. Everyone who has tasted Chinese cookery knows that it is delicious.

"Mrs. Allen's Cook Book,"⁶ by Ida C. Bailey Allen, affords a wide choice of splendid recipes for the woman who can buy only one cook book. Instruction is given in the balancing of a dietary, and the housewife is reminded of her responsibility as the upbuilder of the womanhood and manhood of the nation.

"Preserving and Pickling,"⁷ and "Salads and Sandwiches,"⁸ by Mary M. Wright, are of convenient pocket size for the kitchen apron and contain a great variety of delectable recipes.

Mrs. Lionel Guest's war-time cook book, "Patriotism and Plenty,"⁹ can be recommended for its simple, inexpensive recipes for economy dishes, especially those which use vegetables and corn meal. In a second book, "Bread and Fancy Breads,"¹⁰ Mrs. Guest revives the mysteries of the lost art of bread-making.

Conservation in the Vegetable Garden

"Around the Year in the Garden,"¹¹ takes up the garden tasks of each calendar month as they appear to the busy man or woman whose time is limited and who cannot afford to make mistakes. There is competent instruction in hot-bed and cold-frame gardening; the care of the orchard, general pruning and the raising of vegetables, fruits, flowers and houseplants.

"One Thousand Hints on Vegetable Gardening,"¹² by Mae Savell Croy, contains terse paragraphs of practical advice for amateur gardeners about fruits, vines, trees, berries, nuts, and sixty-nine different vegetables.

General Information About Conservation and Food Mobilization

Alfred McCann warns America in his book, "Thirty-Cent Bread,"¹³ that unless we conserve food intelligently, dollar-a-pound-beef and thirty-cent-bread will appear in the near future. De-

⁵The Chinese Cook Book. By Shiu Wong Chan. Frederick Stokes. 201 pp. \$1.50.

⁶Mrs. Allen's Cook Book. By Ida C. Bailey Allen. Small, Maynard Company. 756 pp. \$2.

⁷Preserving and Pickling. By Mary M. Wright. Philadelphia: Penn Publishing Company. 168 pp. 50 cents.

⁸Salads and Sandwiches. By Mary M. Wright. Philadelphia: Penn Publishing Company. 197 pp. 50 cents.

⁹Patriotism and Plenty. By Mrs. Lionel Guest. John Lane. 95 pp. 50 cents.

¹⁰Bread and Fancy Breads. By Mrs. Lionel Guest. John Lane. 48 pp. 50 cents.

¹¹Around the Year in the Garden. By Frederick Frye. Rockwell, Macmillan. 350 pp. Ill. \$1.75.

¹²One Thousand Hints on Vegetable Gardening. By Mae Savell Croy. Putnams. 275 pp. \$1.75.

¹³Thirty-Cent Bread. By Alfred McCann. George H. Doran. 83 pp. 50 cents.

lay in food production and conservation may mean bread cards and soup kitchens within a year. Misery lies ahead unless we mobilize our productive resources and create a new economic adjustment of supply and demand.

Information in regard to food-saving can now be obtained throughout the country at public libraries. California librarians exhibit fruits, vegetables, canned and cooked foods, with food-saving books and pamphlets; Iowa libraries distribute conservation recipes; Michigan libraries exhibit food-saving posters designed and executed by children in the public schools; and Ohio libraries are conducting a campaign for the increased production of honey. On many library bulletin-boards this slogan appears: "Food will

win the war. Don't waste it. How and Why? This library will tell you."

Government Coöperation with Housewives

The Bureau of Education of the Department of the Interior issues a series of lessons in community and national life in coöperation with the United States Food Administration. Copies may be purchased of the Commissioner of Education, Washington, D. C., at the rate of 5 cents per single copy; two or more copies, 3 cents each; 100 copies \$2; 500 copies, \$5. These lessons, while intended primarily for use in elementary schools, are very valuable to the housewife who wishes to be broadly informed in regard to food-conservation and the economic organization of the country.

MUSIC AND INTERPRETATIVE DANCING

MUSIC generates spiritual and mental force. When the times require from the individual a maximum of energy, music becomes a necessity. Years ago Walt Whitman wrote: "I hear America singing." As a nation, we have all the qualities from which music comes—physical and mental virility, imagination, and a passion for freedom. Let us sing and bring music into our everyday activities and thus uplift our minds.

The Oliver Ditson Company offers several attractive new publications of music. In "One Hundred Songs by Ten Masters" (two volumes, \$1.50 each), Strauss, Grieg, Wolf, Tchaikovsky, Schumann, Rubinstein, Schubert, Franz and Jensen are each represented by ten of their best songs. Portraits of the composers, biographical notes, and data concerning the songs accompany the musical text.

"My Favorite Songs," selected and arranged by Alma Gluck, has the advantage of careful selection and editing. Madame Gluck writes: "Like a loving gardener, I have arranged these songs not only to exhibit their individual beauties, but also with an eye toward the general effect." This popular vocalist is a Rumanian girl who came to this country at the age of six. She has received nearly all her musical training in New York City. Her first notable success was made at the Metropolitan Opera House in 1909, at the age of twenty-five. Since that time she has continued to appear in opera and concert with increasing popularity and success.

The vocalises which produced the Bel Canto method followed by all the famous singers of the past have been collected from the works of the old Italian masters by Tomaso Gallozzi, and published under the rather misleading title, "Fifty New Vocalises" (\$1).

Verdi's "Il Trovatore," English version of the words, by Natalia Macfarren, has an attractive introductory essay by Philip Hale.

"Fifty Airs for Violin and Piano" includes many popular and patriotic airs arranged by Karl Krissland (75 cents).

"How to Master the Violin," by Pavel L. Bytovetzki (\$1.25), concentrates upon one main purpose—that of presenting the most direct paths for the technic coveted by every earnest student of the violin. Photographic illustrations assist in understanding the instructions.

The piano student may now obtain the second volume of Harriette Brower's "Piano Mastery" (Frederick Stokes, \$1.75). Many virtuosi of the piano, including Percy Grainger, Joseph Hofmann, Guiomar Novaes, Yolanda Mero, and Leopold Godowsky, give the essentials of the mastery of the piano to the public through the medium of this work.

The Russian School of Interpretative Dancing

The art of the Russian dance as taught by the Imperial Russian Ballet School is distinctly a Greek art. It has its basis in the classical dancing of the ancient Greeks, and behind its movement lies a philosophy of life. Veronine Vestoff and Sonia Serova have prepared two illustrated volumes which present this art to America. The first, "The Russian Imperial Ballet" (Vestoff-Serova School, New York City, \$5), gives their bar exercises, plastique movements to develop poetry of motion in the body, exercises for the technic of dancing, and toe exercises. The instructions are accompanied by suitable music and 120 illustrations. This particular manual is intended for students of the ballet.

The second, "Nature Dancing" (\$5), also with music and illustrations, is particularly adapted to the average dancer, and the person who wishes to gain poise and grace, on account of its simplicity and perfect movement. It is founded on a study of the Greek gymnastics and the Greek games. M. Veronine and Mlle. Serova desire America to take the art of the dance seriously, because it is a beautiful channel for the expression of ideals, when it is not degraded by those who are ignorant of its purpose and meaning. "Morning," one of the most beautiful of these nature dances, embodies the old idea of the worship of the sun.

RELIGIOUS EDUCATION AND DEMOCRACY

THE catastrophe of a world war has aroused the workers for religious education to the formulation of new programs to meet the present needs of America and of the world.

"The Religious Education of an American Citizen," by Francis Greenwood Peabody (Macmillan, \$1.25), calls attention to the influences which direct, and the qualities which mark, the religious education of an American citizen. The religious education of the American child in the home, school, and university has been created with such power of statement as should impress all who have America's interests at heart. There is one sentence in its application to individuals and to nations that might well be expanded into another book: "The habit of acquisition easily becomes an insidious disease, and the hand which has become prehensile in its grasp grows paralyzed, when it would open its palm."

What Christ's message in its social interpretation will mean to religious education is developed with authoritative grasp of the subject in "A Social Theory of Religious Education," by George Albert Coe (Scribners, \$1.50). It is the author's profound conviction that there is coming to be "a distinctive religious principle, that of divine-human industrial democracy." Also that we must come to see—and soon—that education, organization, and methods are not static tools, but living and moving parts of collective life. So long as our educational processes continue to exhale the breath of autocracy, we cannot expect to build a perfect democracy. Our educational processes must produce ideal citizenship.

"Religious Education and Democracy," by Benjamin S. Winchester (The Abingdon Press, \$1.50), attacks the problem of providing adequate religious education for the young and at the same time preserving religious freedom. The Church must help America justify herself as a democracy in the eyes of the world and of her own people by providing a religious foundation for citizenship. The second part of this book contains plans and programs for week-day religious instruction. The author is Professor of Religious Education in the Yale School of Religion.

Walter S. Athearn, who holds the chair of Religious Education in Boston University, presents in "Religious Education and American Democracy" a constructive program for the religious education of the American people (The Pilgrim Press, \$1.50). Enlarging upon the President's admonition that we must make the "world safe for democracy," he writes: "The world will never be safe for democracy until intelligence and godliness are the common possessions of the whole human race. . . . The present war will have been waged in vain, if it hands democracy over to an ignorant and godless people."

When the news came that Donald Hankey, the evangelist, had been killed in action on the Somme, in October, 1916, those who had known of his far-reaching work and brilliant gifts felt a sense of personal and intimate loss. In "A Student in Arms" he had written of the life of the new army as he knew it, and of the officers

and men who were his comrades and friends. In "The Church and the Man" (Macmillan, 60 cents) he tried to point the way to make the Church a better, more vital, more efficient, and more healthy body for Our Lord Jesus Christ. Partly biographical, his chapters have a thrilling interest, and carry the potentiality of a nature that faced life and death and conquered both. He outlines the religion of the future, and what it will mean to the average man who tries to live a clean life. And, in no uncertain words, he calls upon the Church to face the question of social distinctions and make brotherly love a practical thing which will take account of facts.

The Right Rev. Charles D. Williams, Protestant Episcopal Bishop of Michigan, analyzes the new social conscience of the age in "The Christian Ministry and Social Problems" (Macmillan, \$1). He sees the social problem, basically, as an economic problem, that of the distribution of wealth, and calls upon the Church to examine itself, inasmuch as it has become in the eyes of the privileged classes "a bulwark of conservatism, right or wrong." He has not feared to say that the Church has largely lost the masses who followed Jesus, and won the classes who crucified Him. The first duty of the Church to-day must be to make the idealistic doctrine of the socialistic gospel spiritually adequate. We must meet practical problems in practical ways, but we must have behind our efforts a faith and a God.

"Religion and the School," an essay by Emil Carl Wilm (The Abingdon Press, 75 cents), suggests ways in which schools can coöperate with the Church, and by the adaptation of Greek ideals to modern secular and religious education surmount the problem of religious freedom in education.

"Missionary Education in Home and School" (Abingdon Press, \$1.50) contains the results of fifteen years of study and work by its author, Ralph E. Dittendorfer, in the field of missionary education. This book will be inspiring to parents, teachers, and all who are interested in the task of building a character in growing boys and girls. The first part of the book develops the principles necessary to making the gospel of Christ effective in every relationship of life; the second gives special methods for the religious and ethical education of children, young people and adults, in preparation for the day when the nations of the earth shall be as the members of one family.

"The Missionary Education of Juniors," by J. Gertrude Hutton (New York: Missionary Education Movement, 60 cents), should be in the hands of all Sunday-school superintendents and Sunday-school teachers of primary grades. It is the first of a series of handbooks on graded missionary education in the church, school and home, now in the process of preparation, that endeavor to instil the inner spirit of missionary enterprise. A carefully prepared list of books for children to read, a helpful bibliography for those who are studying missionary education, and two charts of child development complete a comprehensive and much-needed volume.

WITH THE POETS

MR. CLINTON SCOLLARD writes in the introduction to "The Poems of Frank Dempster Sherman"¹ that if one attempts to trace Mr. Sherman's poetic ancestors, it is to Herrick and Lovelace, and Carew among the elders, and to Aldrich and Dobson among the moderns that he owed most. Readers who know Mr. Sherman's lyrics—and they are legion—will agree, for no more limpid, liquid voice of song has been raised from our shores, and no other American poet has so eloquently revealed the joy that abides in every external object and within every relationship of life. The poet was born at Peekskill, N. Y., in 1860, and died in 1916. He was a graduate of the School of Architecture at Columbia University, and for many years preceding his death had been Professor of Graphics at Columbia. Professor Franklin H. Giddings tenders the following tribute to his work in the university: "His own exquisite workmanship was more than talent; it was also fidelity." This was true both of his professional career and of his authorship. In poetry he mastered technique until technique was lost in the freedom of the swift-playing fountains of his thought.

His poems for children, "Little Folk Lyrics," are aside from Stevenson's "Child's Garden of Verse," the most captivating and idyllic of all the poetry that has been written especially for children. And it is in the crypts of childhood-memory in grown-ups that Frank Dempster Sherman's memory will rest secure so long as the poetry of to-day shall be remembered. Into this single volume are gathered the poems of six former collections: "Madrigals and Catches," "New Wagging of Old Tales," "Lyrics for a Lute," "Little Folk Lyrics," "Lyrics of Joy" and "A Southern Flight."

On the 9th of April, 1917, Robert Ernest Vernéde,² poet and novelist, joined the immortal company of men of letters who had given their lives on the battlefield for England. He enlisted early in the war as a private in the Royal Fusiliers, but soon received a commission in the Rifle Brigade. He was wounded while leading his platoon in an attack on Havrincourt and died the same day. Around the cross that marks his grave in the French cemetery at Lechelle, his comrades planted a bowl of daffodil bulbs, which had been the delight of the poet when they flowered in the company mess. In the eloquent tribute to Vernéde by his personal friend, G. K. Chesterton, there are the following sentences:

"He always remained, even in face and figure, almost startlingly young . . . He had everything, even in his very appearance, something that can only be called distinction, something that might be called in the finer sense, race. . . . No printed controversy or political eloquence could put more logically, let alone more practically, the higher pacifism, which is now resolute to dry up at the fountain head the bitter waters of the dynastic wars, than the four lines from one of

his finest poems ('Before the Assault'), ('War Poems and Other Verses'):

"Then to our children, there shall be no handing
Of fates so vain, of passions so abhorred . . .
But peace . . . the peace which passeth
understanding . . .
Not in our time . . . but in their time, Oh
Lord."

Because of their exalted interpretation of the spiritual quality of love, "Sonnets of Sorrow and Triumph,"³ by Ella Wheeler Wilcox, will take their place beside Mrs. Browning's "Sonnets from the Portuguese." They are a tribute to the memory of her husband, the late Robert M. Wilcox, and a message to the world of her conviction that the dead have never died, that the individuality not only lives on possessed of the sheathings of personality after the physical vehicle is laid aside, but can communicate with the living through the finer sensibilities of the human organism. Triumphing over the grief and the separation life brings, the poetess sees all things reconciled at last, beyond our vision of to-day, within the will of God.

"Grief and joy are one to God
Who beholds tomorrow;
We shall see with his eyes when the Way is
trod—
We shall understand the scheme of this life of
sorrow;
Every voice that now complains yet this truth
shall tell,
He who doeth all things, doeth all things well."

Poignant, and a bit world-weary, yet utterly lovely in their lyric beauty, are the songs of love in Jessie B. Rittenhouse's book of short singing poems, "The Door of Dreams."⁴ While the author is widely known as a critic, anthologist and lecturer on poetry, this is the first volume of her poems which has been given to the public. One of the war poems, "A Nightingale of Fresnoy," will live with the best poetry that has come out of the wreck of war.

"Love Songs,"⁵ by Sara Teasdale, includes love poems gathered from the pages of previous books, together with recent poems which have not been collected. They are of a perfection unattainable save by the true singer—music which when once heard cannot die in recollection. Here is the poet's credo:

"From my spirit's gray defeat,
From my pulses's flagging beat,
From my hopes that turned to sand
Sifting through my close-clenched hand,
From my own fault's slavery,
I can sing, I still am free.

"For with my singing I can make
A refuge for my spirit's sake,
A house of shining words, to be
My fragile immortality."

Wilcox. Doran. 69 pp. \$1.

⁴ The Door of Dreams. By Jessie B. Rittenhouse. Houghton, Mifflin. 63 pp. \$1.

⁵ Love Songs. By Sara Teasdale. Macmillan. 91 pp. \$1.25.

¹ Poems of Frank Dempster Sherman. Edited by Clinton Scollard. Houghton, Mifflin. 300 pp. \$5.

² War Poems and Other Verses. By Robert E. Vernéde. London: William Heinemann. 87 pp. 5s.

³ Sonnets of Sorrow and Triumph. By Ella Wheeler

MACHINERY OF WAR FINANCING

THE point has now been reached in the progress of the war where a complete separation has to be made between what is essential and what less essential to victorious accomplishment. This means that practically every field has been or is being entered by the Government, with more or less autocratic powers, and determination made of what shall be sold, what price paid, what new establishment created, what moneys raised, and so forth.

The latest form of supervision is over securities. Coal and capital are two essentials to industry. By withholding either an industry would in time dry up. Obviously, if there were resistance to demand that a plant engaged in the manufacture of luxuries should slow down and release men for a shipyard or munitions factory, the Government might readily say that such a plant in the present crisis was not entitled to have fuel, in which case the labor question would settle itself automatically.

In another instance, a company producing goods that were not essential either to the war program or to the comfort of the people might wish to expand and require fresh capital for such expansion. If it had the cash on hand it could go ahead with its program, but if expansion meant banking accommodations, either short-time loans or long-term bonds, the only way either could be granted would be through government permission. Obviously this would not be granted, and again an automatic check on wasted effort would be applied.

Late in January a bill was introduced in Congress to authorize the formation of a War Finance Corporation whose functions should be those of determining the essentials in current finances and of providing a means of supplying accommodation where this was judged to be desirable. The authority of the corporation rests with the Secretary of the Treasury and four appointive members of a board; the capital stock is to be \$500,000,000, all owned by the United States, with notes to the amount of eight times this capital available of issue.

Prior to the announcement of this measure

there had been created what was known as a Capital Issues Committee which worked with the Secretary of the Treasury and the Federal Reserve Board. The purpose of this was to determine what corporations, States, or other political sub-divisions, were entitled from their individual circumstances or functions to place new securities. The board was one entirely of review. It had no power to place funds at the disposal of the concern whose relation to the war program was intimate enough to warrant the use of fresh capital. What it planned to do was to retain for the purposes of the Government as much of the available capital as could be controlled without harm to the productive capacity of the country in war essentials.

The War Finance Corporation is conceived on a much larger scale and is really the medium through which all issues by corporations will be regulated. It does not enter the field of railroad financing, as that is covered in the administration railroad measure.

The section of the bill which describes the chief function of the corporation reads as follows:

No person, firm, corporation, or association shall sell, or offer for sale or subscription, any issue, or part of any issue, of securities hereafter issued, the par or face value of which issue shall be in excess of \$100,000, except in accordance with such rules and regulations as the corporation, with the approval of the Secretary of the Treasury, shall prescribe, nor, when required by such rules and regulations, except as permitted by licenses granted by the corporation.

No attempt will be made here to go into a detailed discussion of the bill, which is revolutionary in character and strictly a war act, restraining and controlling and also enlarging the banking functions of the Government, as it has been found necessary to do in every other country at war. There are several features of the bill on its constructive side that are worth setting out and others to which attention had been called early in the debate on the bill which may eventually react on the currency system of the country.

It is well known that the cash requirement of corporations engaged on war contracts are very heavy. The government frequently has to advance as much as 30 per cent. of the full amount of its liability. For several months industrial concerns have been placing their short-term notes at rates of interest as high as 7 and 8 per cent. Banks have not been in a position to give large accommodation. The law forbids them to lend to any one borrower more than 10 per cent. of capital and surplus. The result has been that, in negotiations involving \$3,000,000 to \$5,000,000, there were frequently half a dozen institutions pooling their resources in behalf of the individual borrower. Furthermore, the banks in the next few months will have to make large temporary advances to their business clients for payment of excess profits taxes.

The War Finance Corporation comes to the aid of the industrial borrower who requires in excess of \$100,000. After examination of the essential character of the borrower's business, it issues its notes or obligations at par in payment for advances made. These notes are a "first and paramount floating charge on all the assets of the corporation." The notes mature "not less than one year nor more than five years from the date of issue." The notes may be dealt in by the Federal Reserve Banks "in the same manner and to the same degree as bonds or notes of the United States not bearing the circulation privilege and Federal Reserve Banks may rediscount and purchase paper and make advances secured by such notes in the same manner and to the same extent as they may purchase or rediscount paper or make advances secured by bonds or notes of the United States."

The Federal Reserve Bank was created chiefly to assist on the commercial side of banking. There has been no provision for securities such as the great banks of Europe have assumed for years and which had become, just before the war, one of the greatest functions, viz., that of bringing the borrower in the form of corporation, State, or municipality into conjunction with the lender, in the form of the capitalist or rentier. This deficiency in our system has had to be supplied in this emergency.

The fear that banking experts have is that the notes which the Federal Reserve Bank will rediscount may become excessive and be slow to liquidate, and that, consequently, we shall have a serious phase of inflation.

Preference would be given by some to an emergency currency of the Aldrich-Vreeland bill type, which would be driven in under high taxation. The answer of the advocates of the administration bill is that only a small proportion of the \$4,000,000,000 of notes allowable, or eight times the \$500,000,-000 share capital of the War Finance Corporation, will be issued. If the war goes on for two years longer this sum and probably more, too, would be required to meet financial needs.

Another feature of the bill is that it permits the Corporation to "subscribe for, acquire, and own, buy and sell, and deal in bonds and obligations of the United States to such extent as the Secretary of the Treasury may from time to time determine."

Not much emphasis has been placed on this provision, for there is no disposition to call attention to the steadily increasing discount on the two issues of Liberty bonds. It has been felt for some time, however, that the Government should be in a position where it could use funds to take up either the 3½s or 4s at a discount and give some stability to the market. The second 4s are now at 95. Only about 3 per cent. of the outstanding amount of \$3,800,000,000 has been dealt in on the decline from par, indicating that, had there been an even moderate fund to absorb forced sales, the condition of the market would have been improved. The difficulty now is with a 5 per cent. discount as a handicap in selling further amounts of 4s at par.

In Great Britain the operation of taking up government issues offered for sale below the issue price has been very successful. The sinking fund is a convenient vehicle of the corporation to cancel a portion of its debt under the advantageous circumstances of a temporary depression in prices. There are many instances where companies in the last few years have, with abnormal earnings and cash supplies, taken in bonds at a heavy discount which they would be called upon to contract for at par on a premium in some future year of maturity.

With larger amounts of bonds outstanding in England than in the United States, a comparatively small fund has been satisfactorily employed in keeping the market steady. In France the Government is permitted to use \$10,000,000 a month in protecting its outstanding loans.

Owing to the fact that government expenditures have been below the estimates,

that many corporations and individuals who were always large subscribers to loans have not been able to estimate the amount of their income taxes, and due to the unsettlement of business by reason of the industrial suspension ordered by the fuel administration and congestion of traffic on account of bad weather, the date of the third Liberty loan has been set forward about a month. Meanwhile the current requirements of the Government are being met with bi-weekly issues of \$500,000,000 certificates of indebtedness bearing 4 per cent. interest and of short maturity. These will be chiefly taken by the banks, which have been requested by the Secretary of the Treasury to set aside a certain percentage of their deposits each week for this fund. The total to be raised under this arrangement is \$3,000,000,000.

This follows the method used in England, where there is a constant sale of Treasury notes under way and the shocks and derangements to investment markets from new offerings and national concentration of great

loan "drives" materially lessened. The effective working out of the War Finance Corporation scheme should be a helpful influence for the third loan if it relieves the impasse in industrial financing which had begun to approach in seriousness and prejudice to national financing the condition obtaining in the railroad field before the President's proclamation of December was made.

It is obvious, however, that a great power rests with the Secretary of the Treasury and his four assistants, who may easily determine the life or death sentence of a corporation that comes before them asking aid. The personnel of this board is, therefore, of highest importance. Taking his appointments on the Railroad Board as an indication it is fair to assume that the Secretary of the Treasury will select only men who have the training and sense of responsibility that would entitle them to preside over what may prove to be one of the most influential bodies which the war has brought into existence at Washington.

INVESTORS' QUERIES AND ANSWERS

No. 913. SOME GOOD BONDS TO YIELD 5 PER CENT AND UPWARDS

Would you consider the following securities gilt-edge investments?

Interborough Rapid Transit refunding 5's.
Great Britain secured 5½'s.

Province of Alberta 5's.

Dominion of Canada 5's.

What would you suggest for the further investment of \$5000 for a yield of at least 5 per cent?

While, on account of the vulnerability of the market positions of these bonds, it would probably not be right to consider them strictly gilt-edge investments, we believe in the integrity of them all; that is to say, we see no indications that they are not likely to be paid at maturity.

If you already have investments in these issues, it seems to us that you might well employ whatever surplus capital there is now at your disposal in the purchase of some of the better-grade domestic corporation bonds—such, for example, as Atchison, Topeka & Santa Fé adjustment mortgage 4s, Illinois Central collateral trust 4s of 1953, Union Pacific first refunding 4s, Oregon-Washington Railroad & Navigation refunding 4s, New York Central consolidated mortgage 4s, American Telephone & Telegraph collateral trust 5s, Tri-City Railway & Light first and refunding 5s, Topeka Railway & Light first and refunding 5s, Cleveland Electric Illuminating first mortgage 5s, Utah Power & Light first mortgage 5s, and Union Electric Light & Power (St. Louis) refunding and extension 5s. These are all well-established issues of their respective classes whose current prices represent yields of from slightly over 5 per cent. to nearly 6 per cent. at the coupon rates. There are other offerings of equal merit.

No. 914. ABOUT THE MARCONI COMPANIES

I understand there are several Marconi companies—the American, Canadian, and possibly others. What I especially wish to know is in regard to the American company. Is the stock regularly dealt in? What is the par value? Is the company paying dividends?

The shares of the Marconi Wireless Telegraph Company of America are regularly traded in on what is known as the "curb market" in New York, being quoted at the time this is written at about \$3.50 per share. Their par value is \$5.00 per share.

Our records show that this company has outstanding approximately \$10,000,000 of capital stock, on which only one dividend has yet been paid, and that as far back as August, 1913. The company seems to be making some progress in the development of earning power, having shown for the year 1916, the last period for which figures are now available, net earnings which were equivalent to about 2.60 per cent. on the stock, compared with net earnings which were equivalent to about 1.90 per cent. in the year 1915.

There are, as you have been given to understand, several other Marconi companies, namely, the Marconi Wireless Telegraph Company of Canada, Ltd., Marconi's Wireless Telegraph Company, Ltd., of Great Britain, and the Marconi International Marine Communication Company, Ltd., of Great Britain. We have never heard of any transactions in this market in the shares of either of the British companies. Occasionally, however, we believe there is a transaction in the shares of the Canadian company, which, like the American company, is not now on a dividend basis.